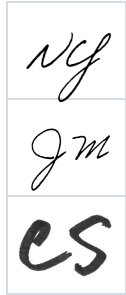


Montgomery Planning
University Boulevard Corridor Plan



Description

Staff will present the preliminary recommendations for the University Boulevard Corridor Plan, including land use and zoning, transportation, parks and open spaces, environmental sustainability, historic preservation, and implementation.



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SUMMARY

Staff will present the preliminary plan recommendations for the University Boulevard Corridor Plan. This presentation will discuss overall land use and zoning recommendations, urban design, transportation, environmental sustainability, historic preservation, parks and open spaces, community facilities, and implementation. The Planning Board approved the Scope of Work for the University Boulevard Corridor Plan on February 16, 2023, and received briefings on existing conditions and emerging ideas on October 5, 2023, and June 27, 2024, respectively.

MASTER PLAN INFORMATION

Draft
Preliminary Plan Recommendations

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BACKGROUND

OVERVIEW

The University Boulevard Corridor Plan is a comprehensive plan that focuses on a three-mile stretch of University Boulevard between the Capital Beltway (I-495) and Amherst Avenue in Wheaton (Figure 1). The Plan will amend several existing plans, including the 1989 *Master Plan for the Communities of Kensington-Wheaton*, the 1996 *Four Corners Master Plan*, the 2001 *Kemp Mill Master Plan*, and the 2012 *Wheaton Central Business District and Vicinity Sector Plan*. University Boulevard (MD 193) is identified as a future Bus Rapid Transit (BRT) Corridor in the 2013 *Countywide Transit Corridors Functional Master Plan*.

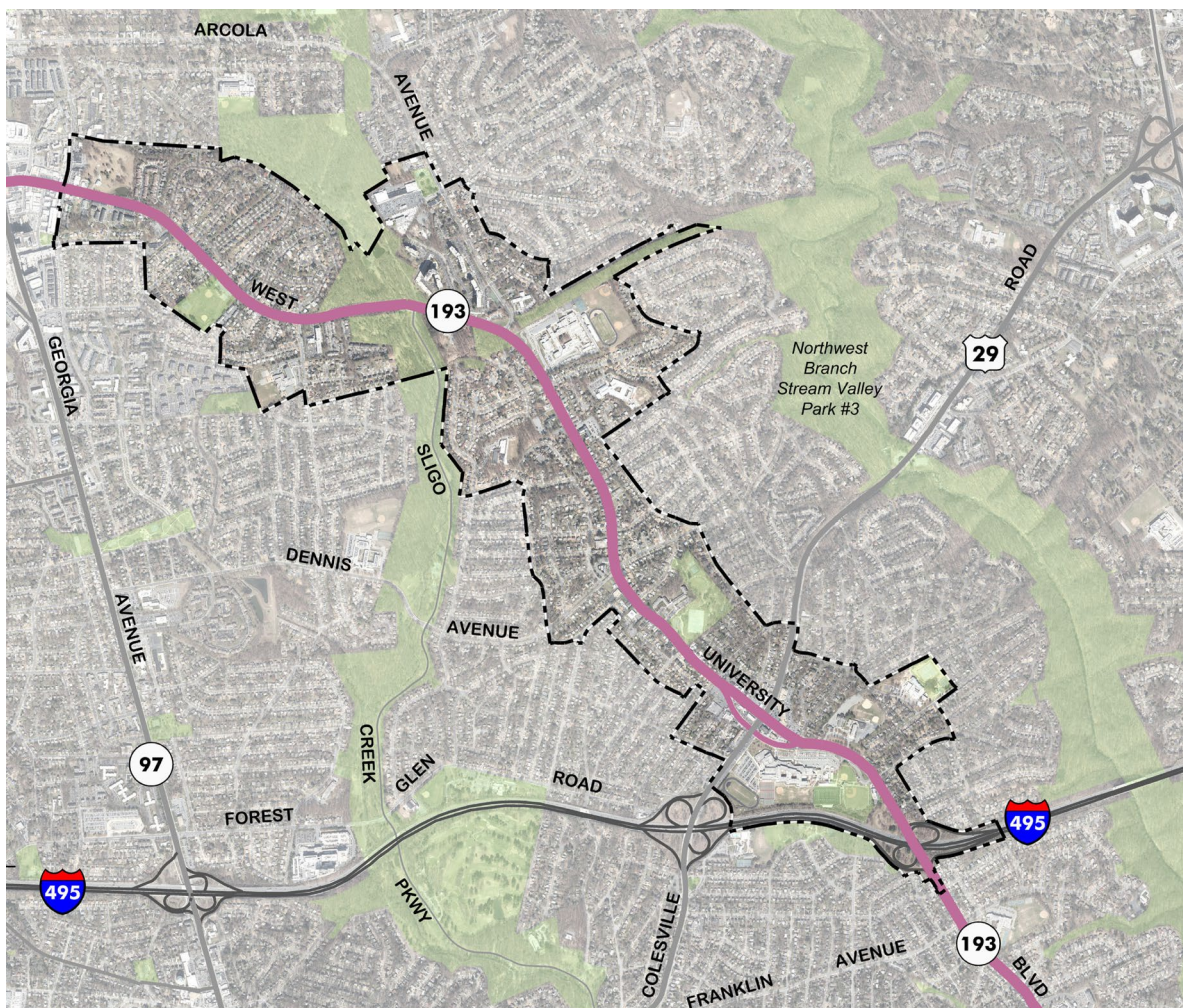


Figure 1: University Boulevard Corridor Plan Area

VISION

OVERVIEW

The University Boulevard Corridor Plan (Plan) envisions University Boulevard as a pedestrian-oriented, multimodal corridor that supports safe, accessible, and healthy travel options and connects vibrant communities with a diverse range of housing options, supported by bus rapid transit (BRT). The Plan builds on previous plans and policies, including the 2013 *Countywide Transit Corridors Functional Master Plan*, *Thrive Montgomery 2050* (Thrive), and Vision Zero, to advance bus rapid transit (BRT), corridor focused growth, environmental sustainability, economic resilience, and equity.

Reimagining University Boulevard into a multimodal corridor that facilitates the safe movement for all people also advances the county's commitment to Vision Zero, an international strategy to eliminate severe and fatal crashes. Recommended walkways, bikeways and trails promote additional access to existing and future parks, community facilities, and new amenities. New development along University Boulevard reflects an environmentally sustainable framework to land use planning that leverages new transit infrastructure to reduce carbon emissions and advance the county's Climate Action Plan (CAP) goals.

KEY PLAN RECOMMENDATIONS

URBAN DESIGN

- Improve walking, biking, and rolling along the corridor with enhanced streetscape that includes wider sidewalks with landscaped buffers, lighting and seating, and expands access throughout the corridor.
- Provide design guidance for University Boulevard that builds on the unique residential, institutional, and commercial context along the corridor.
- Promote street and people-oriented development with active building frontages along major streets and public open spaces.
- Locate higher building densities and mixed uses at locations near BRT stations with existing commercial properties, including the WTOP property, the Kemp Mill Shopping Center, and Four Corners, and ensure new development transitions in height, mass, and scale to adjacent residential neighborhoods.
- Increase residential uses at BRT station areas with existing residential or institutional uses, like the intersections of University Boulevard with Dennis Avenue and Inwood Avenue.
- Promote infill development along University Boulevard segments between BRT station areas to increase the diversity of housing options with multi-unit development that maintains neighborhood character and scale.
- Explore opportunities to expand the network of public open spaces at new mixed-use development locations.

LAND USE AND ZONING

- Rezone corridor-fronting residential blocks on institutional properties, such as properties used for religious assembly, and single-use commercial shopping centers to a combination of Commercial Residential Neighborhood (CRN) and Commercial Residential Town (CRT) to promote sustainable development patterns, provide housing options, and support transportation safety enhancements in the Plan area.
- Establish an overlay zone to define neighborhood residential building types, prioritize development standards that further compact growth and transportation safety, and explore modifications, as necessary, to achieve transitions in height, mass, and scale. The overlay zone will apply to properties recommended for rezoning in the plan.
- Confirm existing zoning for remaining residential properties.
- Promote new infill development at religious institutional properties, at proposed BRT stops, and on properties along the corridor.

- Provide technical corrections to properties that were rezoned via the 2014 District Map Amendment.

HOUSING

- Expand housing options and unit types for residents at different stages of life and at different price points.
- Encourage new residential development on institutional properties that further the concepts in *Thrive Montgomery 2050*.
- Prioritize greater percentages or more affordable Moderately Priced Dwelling Units (MPDUs) than required by county code as a public benefit for new residential development under the optional method of development.

PARKS, TRAILS AND OPEN SPACE

- Create new open spaces and / or expand existing parks to promote physical activity, social gathering, and environmental stewardship.
- Improve connections to, and explore improvements within, existing parks, including Sligo Creek Park and the Northwood Chesapeake Bay Trail.
- Link parks and open spaces with existing and proposed bikeways and trails.
- Retain and improve existing parks, trails, and open spaces.

ENVIRONMENTAL SUSTAINABILITY

- Protect existing and increase tree canopy with native species for the Plan area.
- Develop the corridor as a ‘cool’ corridor with street trees, shaded bus stops, stormwater management, landscaped buffers, and other environmentally sustainable features.
- Transition new development and redevelopment toward net-zero buildings by increasing building energy efficiency and on-site clean energy generation.
- Advance sustainable design solutions to create an attractive public realm with integrated green features that enhance mobility and walkability.
- Minimize impervious surfaces for all new residential and non-residential developments.
- Incorporate urban ecology best practices and principles of biophilic design to maximize environmental resiliency.

- Promote the undergrounding or relocating of utilities along the corridor, where feasible, to improve the walking environment and infrastructure resilience and streetscape.
- Advance ideas included in the *Climate Action Plan*, including promoting energy efficiency and support net zero energy building design.

TRANSPORTATION

- Provide guidance for University Boulevard, between Wheaton and I-495, as a multimodal corridor with bus rapid transit (BRT) features. With redevelopment or implementation of BRT on University Boulevard, consolidate, remove, or relocate driveways from University Boulevard to side streets and alleys, and limit future driveways.
- Advance Complete Streets as a framework to create a walkable and safe roadway for all people. Specifically, implement a connected network of streets, comfortable walkways, and low-stress bicycle facilities, and right-size roadways and intersections to create a safer and more comfortable environment for people who are walking, rolling, bicycling, riding transit, and driving.
- Utilize the Four Corners Bicycle and Pedestrian Priority Area (BiPPA) to improve the pedestrian safety along the corridor.
- Promote Vision Zero principles to prioritize safety for all people, particularly the most vulnerable, including those walking, biking, and rolling.
- Accommodate new protected crossings to minimize the distance between safe crossings and enhance the walking experience along the corridor.
- Support new opportunities for micro-mobility, bike share and electric charging and service stations.
- Explore alternative ways to navigate the Four Corners area that include short-term recommendations for limited change to the street network that provide safe, accessible, and healthy travel options for people walking, biking, rolling, riding transit and traveling in cars. A long-term vision of additional street connections should be further studied.

COMMUNITY FACILITIES

- Promote the co-location of public facilities to reduce public expenditures and use available land area more efficiently.
- Encourage innovative design for new prototypes of public facilities.
- Address school capacity issues, with potential alternatives, for the Downcounty Consortium.

HISTORIC PRESERVATION

- Support the designation of the Horad House property to the Master Plan for Historic Preservation.
- Highlight the history of residential neighborhoods along the corridor, including Jewish and African American communities.

RACIAL EQUITY AND SOCIAL JUSTICE

- The Plan aims to embed racial equity and social justice at the core of all planning efforts along the corridor, ensuring that the previously neglected areas receive focused attention to rectify historical and current inequities.
- Promote high-quality, reliable transit services along the corridor with greater housing and population density to enhance connectivity and accessibility.
- Implement inclusive zoning and zone for development of diverse housing types along the corridor to support a mix of socioeconomic groups, facilitating integrated and vibrant communities.
- Promote public spaces along the corridor to encourage social interaction and be inclusive and accessible.
- Encourage mixed-use developments that can support local businesses, including local food systems and green infrastructure, to promote community well-being and resilience.
- Enhance cultural and educational opportunities, ensuring that developments reflect and support the cultural diversity of the community.
- Ensure that corridor developments meet or exceed ADA standards, creating a universally accessible environment that prioritizes safety, inclusivity, and aging in place.

PLAN CONTEXT AND FRAMEWORK

THRIVE MONTGOMERY 2050

Montgomery County's General Plan, *Thrive Montgomery 2050* (Thrive), provides guiding principles for the University Boulevard Corridor Plan. It acknowledges changes in Montgomery County, directs growth to centers and corridors, and addresses historic inequities. Thrive aspires for compact growth supported by transit and a safe, comfortable, and appealing network for walking, biking, and rolling. *Thrive* suggests concentrating nearly all new development around current and future population and employment centers, as well as near existing or planned transit like Metrorail stations and Bus Rapid Transit (BRT).

Thrive also introduces the concepts of "Complete Communities" and "15-minute living" as principles for planning at the neighborhood scale. Complete Communities include a broad range of land uses, infrastructure, services, and amenities to cater to the diverse needs of county residents, including housing options of all types, sizes, and prices to promote racial and socioeconomic integration. The related concept of "15-minute living" seeks to enhance community appeal and efficiency by integrating housing, office, and retail uses to access daily necessities within a 15-minute walk. Recommendations in this Plan, such as new housing options and enhanced transit, further many of the compact, corridor-focused growth, Complete Communities, and 15-minute living principles included in *Thrive*.

Community equity and environmental resilience are also key outcomes of Thrive, consistent with Montgomery County's Racial Equity and Social Justice Law (Bill 27-19) and the Climate Action Plan (CAP), which recommend several approaches to repair past injustices that disproportionately impacted people of color. The Racial Equity and Social Justice Law requires master plans to consider racial equity and social justice impacts, and improve access to quality housing, education, jobs, transportation, parks, recreation, and other community assets. Additionally, the Climate Action Plan aims to cut greenhouse gas (GHG) emissions by 80% by 2027 and 100% by 2035, detailing strategies to reduce climate-related risks. This Plan includes recommendations to advance community equity, as well as further climate mitigation, adaptation, and resilience.

PRIOR PLANS AND STUDIES

In addition to Thrive, several other countywide plans and initiatives influence and guide this Plan:

- 2013: The Countywide Transit Corridors Functional Master Plan provides enhanced opportunities for travel by transit to support Montgomery County's economic development and mobility goals and recommends BRT on University Boulevard.
- 2016: The Montgomery County Council adopted a Vision Zero resolution that commits to eliminating traffic fatalities and severe injuries by 2030. Since the adoption of the resolution, the county has released Vision Zero Action Plans that outline strategic initiatives to eradicate fatalities and severe injuries on roadways.

- 2018: The *Bicycle Master Plan* establishes a vision for Montgomery County as a premier bicycling community, where people in all areas of the county have access to a comfortable, safe, and connected bicycle network, and where bicycling is a viable transportation option that improves quality of life.
 - 2019: The Montgomery County Council adopted the Racial Equity and Social Justice Act to eliminate racial disparities and inequities in Montgomery County. The Racial Equity and Social Justice Act requires Montgomery Planning to consider racial equity and social justice impact when preparing a master plan.
 - 2021: The County Executive released Montgomery County's Climate Action Plan (CAP), a document that identifies short-, mid-, and long-range actions to combat and adapt to climate change. Montgomery Planning and Montgomery Parks have committed to implementing the CAP actions within the scope of their authority, including within master plans.
 - 2021: The *Complete Streets Design Guide* serves as a comprehensive resource for designing and transforming streets, incorporating principles of safety, accessibility, and healthy travel for all people, environmental sustainability, and community vibrancy.
 - 2022: Montgomery Parks updated the 2017 *Parks, Recreation and Open Space (PROS) Plan*, to guide the future development and management of the park system. Parks, recreation, and open spaces provide active, social, and nature-based opportunities that are essential to the high quality of life for Montgomery County residents. The focus of the PROS Plan was to provide equitably activated, central community spaces that meet recreation needs and protect and manage natural and cultural resources for future generations.
 - 2022: The Comprehensive Water and Sewer Plan (CWSP) guide the provision of water supply and wastewater disposal service within the plan area. The CWSP identifies properties within the Plan area as approved for community (public) water and sewer service. The Plan area receives water and sewer service from the Washington Suburban Sanitary Commission (WSSC Water). Anticipated increase in development density within the Plan area may require additional water supply and wastewater disposal capacity in WSSC Water's community systems serving the area.
- 2023: The *Pedestrian Master Plan* provides detailed, actionable recommendations in line with national and international best practices to improve the pedestrian experience, from more and better places to cross the street to a data-driven, equity-focused approach for the county's future pedestrian/bicycle capital investments.

PRELIMINARY RECOMMENDATIONS - OVERVIEW

The University Boulevard Corridor Plan preliminary recommendations were developed through an iterative process among Planning Staff, community members, property owners, agency partners, and other stakeholders. The preliminary recommendations represent a balance between best practices and professional expertise, data analysis and modeling, and the lived experiences and vision of the community. While the recommendations build on countywide plans and policies, they are unique to the context and conditions of the Plan area. The preliminary recommendations are primarily organized by Plan element, with some recommendations applicable to the full Plan area, and others neighborhood specific.

The preliminary recommendations include an urban design framework to guide future development and public realm improvements, land uses and zoning recommendations to achieve *Thrive's* vision of compact, corridor-focused growth, and housing recommendations to provide opportunities for a diverse range of housing. The preliminary transportation recommendations seek to achieve safe, convenient, reliable, and comfortable transportation options for all people walking, biking, rolling, riding transit, and driving. Recommendations for parks, trails, and open space, community facilities, and historic resources strive to provide opportunities for social gathering, healthy living, and community building, while the environmental sustainability recommendations seek to mitigate the impacts of climate change and improve resiliency.

URBAN DESIGN

URBAN DESIGN STRATEGY AND RECOMMENDATIONS

Urban design guidance included in this Plan advances Thrive's goals for corridor-focused growth by promoting transit-supportive redevelopment near recommended BRT stations, creating opportunities to expand housing choice on properties fronting the corridor between future BRT station locations, and advancing multimodal improvements.

The urban design strategy to address the corridor's transformation identifies three different area types and provides guidance for each based on the potential for development intensity. The areas identified are:

- BRT station locations, including at Amherst Avenue, Inwood Avenue, Arcola Avenue, Dennis Avenue, and at Four Corners.
- Corridor-fronting properties or blocks, between BRT station locations.
- Individual non-corridor fronting locations within exclusively residential areas.

Each area is further subdivided into sub-neighborhoods to allow for property-focused recommendations. Ultimately, the following high level design guidance must integrate the development potential identified by this Plan for all of the above, to ensure consistency and appropriate development transitions through the Plan area.

DESIGN GUIDANCE FOR BRT STATION LOCATIONS

Redevelopment in the vicinity of proposed BRT stations should explore:

- Active corridor frontages that improve the area for people walking, biking, and rolling with landscaped buffers with trees, street lighting, expanded sidewalks, and sidepaths.
- Different types of residential development.
- Public open space and activation opportunities such as placemaking strategies and neighborhood-serving retail (where feasible).
- Consolidated parking solutions with primary access from neighborhood streets, if feasible, and limited access from the corridor.
- Small-scale residential development as transition to existing non-corridor fronting properties.
- Redevelopment of larger or consolidated properties near BRT stations to create opportunities for:
 - New street connections that expand and connect to the existing grid of streets.
 - Introducing new alternatives, such as neighborhood greens, for people to gather outside.
 - Expanding available retail options connected to streets or open space.
 - Delivering a variety of housing types and unit sizes.
 - Adaptively reusing existing historic resources or other structures suitable for repurposing.

DESIGN GUIDANCE FOR CORRIDOR FRONTING BLOCKS BETWEEN BRT STATIONS

Corridor-fronting blocks between proposed BRT stations should explore:

- Different types of residential development.
- Corridor-facing development that connects residents with pedestrian, bicycle, and transit improvements along the corridor.
- Development scale that transitions to interior neighborhood scale.
- House-scaled design solutions that blend with adjacent properties that may remain.
- Frontage improvements that prioritize people walking, biking, and rolling.

DESIGN GUIDANCE FOR NON-CORRIDOR FRONTING BLOCKS

Individual non-corridor fronting blocks considering redevelopment should explore:

- Small-scale residential development.
- Parking solutions internal to the property.
- House-scaled architectural design elements.

PLACEMAKING RECOMMENDATIONS

The Plan recommends placemaking opportunities to create unique places along University Boulevard, especially at gateways and intersections to establish a sense of place and communicate the local values of the corridor. Gateways, such as at Four Corners, are intersections that provide entry into the major mixed-use centers and should be enhanced with wayfinding and branding elements.

Placemaking intersections are recommended with artistic and cultural elements, including at Inwood Avenue, Arcola Avenue and other areas in the Plan.

LAND USE AND ZONING RECOMMENDATIONS

OVERVIEW

The University Boulevard Corridor Plan establishes several districts along the corridor that are anchored by planned BRT stations, including Amherst Avenue and Inwood Avenue, Arcola Avenue, Dennis Avenue, and Four Corners. These districts are divided into smaller neighborhoods to provide more specific recommendations for these areas.

Key neighborhoods along the corridor, which are in proximity to the planned BRT stations are the following: WTOP, Heartstone Village, Inwood House, University Towers, Mary's Center and Four Corners, as shown in Figure 2. The Plan recommends the Commercial Residential Town (CRT) Zone as the primary zoning tool for large commercial and institutional properties in the Plan area and the Commercial Residential Neighborhood (CRN) Zone for detached residential properties within blocks fronting the corridor.

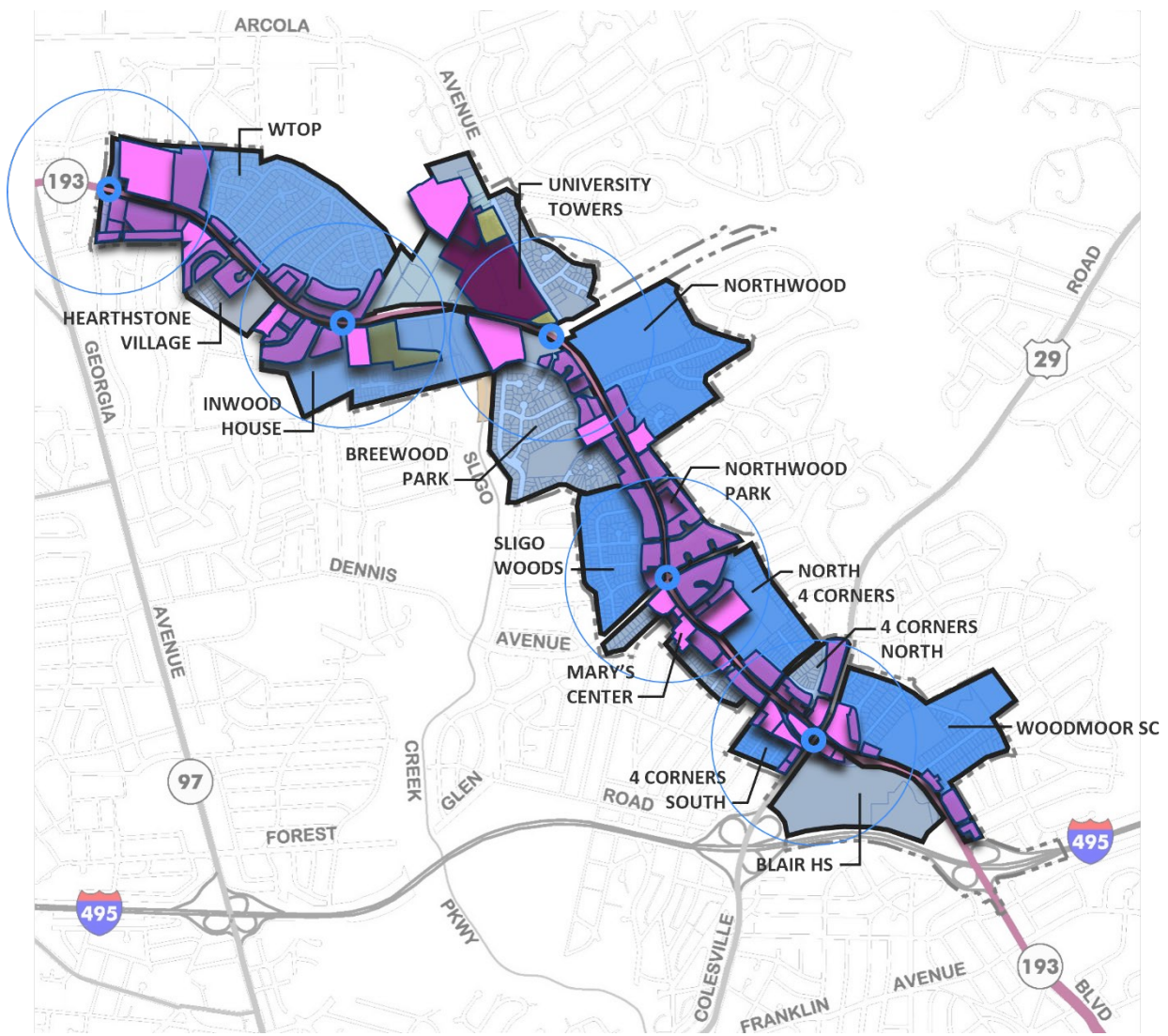


Figure 2: University Boulevard Corridor Plan Neighborhoods

AMHERST AVENUE AND INWOOD AVENUE DISTRICT

The Amherst Avenue and Inwood Avenue District generally extends from Amherst Avenue at the edge of the Wheaton Central Business District to Sligo Creek Stream Valley Park and includes the following neighborhoods: WTOP, Hearthstone Village, and Inwood House.

WTOP NEIGHBORHOOD

Restaurants, a United States Postal Service (USPS) building, the WTOP Transmission property, and the Berkeley Court residential development, also known as Westchester, are in this approximately 80-acre area. Residential development in this neighborhood was built between the late 1950s to 1990s.

The 12-acre WTOP property, together with the properties along Amherst Avenue, have the most potential to provide transformative infill development in the Plan area. This Plan supports the future redevelopment of these properties with a broad range of residential unit types, a new street network, and public open space. The property owner does not anticipate redeveloping the property in the near-term, but the recommended CRT zone provides development flexibility if the transmission towers are no longer in use. Any redevelopment of the property must retain the transmitter building, an historic resource. This Plan also supports mixed-use development for non-residential properties along Amherst Avenue.

The WTOP Transmitter Building (#31/012) is designated on the county's *Master Plan for Historic Preservation*. Built in 1939, it has architectural features that are common to the Art Deco and early International styles. The existing structure on the property has an historic environmental setting of approximately 1.44 acres. Any redevelopment of this property must retain the historic structure and environmental setting and concentrate development on the remaining approximately 10 acres. Montgomery Preservation has suggested that a cemetery may exist in the northwestern portion of the WTOP property. However, additional archeological investigation needs to be completed if a former cemetery ever existed on the property.

Key Land Use and Zoning Recommendations

- Confirm the Commercial Residential (CR) CR-2.0 C-1.5 R-1.5 H-75 Zone for the retail property at 2119 University Boulevard West and all other properties, including the US. Postal Service Office property, along Amherst Avenue.
- Rezone the WTOP Transmitter property from the R-90 Zone to the CRT 1.5 C-0.5 R-1.25 H-70 to promote infill mixed-use development that is in proximity to existing and planned transit that contributes to the Plan's public benefits.
- Rezone the Berkeley Court development from the Planned Development (PD-9) to the CRN 1.0 C-0.0 R-1.0 H-50 Zone.

HEARTHSTONE VILLAGE NEIGHBORHOOD

Located south of University Boulevard West and east of Amherst Avenue, this 37-acre neighborhood is composed of a range of residential and non-residential developments, including office condominiums, religious institutions, including Canaan Christian Church and Har Tzeon-Agudath Achim -a synagogue, Hearthstone, an attached residential community, and Wheaton Forest Local Park. The Local Park offers various types of active recreation, including two softball fields, tennis courts, and basketball courts.

The Historic Preservation Commission (HPC) has recommended that the Romeo and Elsie Horad House designation at 2118 University Boulevard West should be included in the county's *Master Plan*

for Historic Preservation. The Canaan Christian Church owns the proposed historic property and the adjacent church property at 2100 University Boulevard West. This Plan recommends a consistent zoning approach, via the CRN Zone, for both properties that would permit the preservation of the historic resource with potential infill development on either property.

This Plan recommends:

- Confirm the CRN 1.5 C-0.5 R-1.5 H-45 Zone for the non-residential properties along Amherst Avenue.
- Rezone the Canaan Christian Church properties at 2100 and 2118 University Boulevard West and 11221 Rose Lane and the vacant property at 11220 Rose Lane from the R-60 Zone to the CRN 1.0 C-0.0 R-1.0 H-50 Zone to support new infill development and advancing the Plan's recommended public benefits, including historic resource preservation.
- Rezone the Heartstone residential community from the PD-18 Zone to the CRN 0.75 C-0.0 R-0.75 H-50 Zone.
- Rezone the Har Tzeon property from the R-60 Zone to the CRT 1.5 C-0.25 R-1.25 H-60 Zone to support the Plan's recommendations to encourage new residential development at institutional properties.
- Rezone the detached residential properties at 1910 Reddie Drive and 1724 Westchester Drive-1702 Westchester Drive from the R-90 Zone to the CRN 1.0 C-0.0 R-1.0 H-50 Zone.
- Rezone the detached residential properties at 11001-11005 Eastcrest Drive, 1608-1604 Constance Street, 11000-11008 Nicholas Drive and 1621-1627 University Boulevard West from the R-90 Zone to the CRN 1.0 C-0.0 R-1.0 H-50 Zone.
- Rezone the detached residential properties at 11001 Nicholas Drive, 1512-1502 Korth Place, and 11000 Inwood Avenue from the R-90 Zone to the CRN 1.0 C-0.0 R-1.0 H-50 Zone.
- Rezone the detached residential properties at 11005 and 11009 Nicholas Drive, 1511-1501 Korth Place, 11008 and 11010 Inwood Avenue, and 1504-1514 Constance Street from the R-90 Zone to the CRN 1.0 C-0.0 R-1.0 H-50 Zone.
- Rezone the detached residential properties at 11001-11107 Inwood Avenue from the R-90 Zone to the CRN 1.0 C-0.0 R-1.0 H-50 Zone.
- Rezone the detached residential properties at 1916 and 1920 University Boulevard West from the R-60 Zone to the CRN 1.0 C-0.0 R-1.0 H-50 Zone.
- Rezone the detached residential properties at 11102-11128 Norlee Drive, 11101-11125 Norlee Drive, 11102-11108 Dayton Street and 11006 Dayton Street from the R-60 Zone to the CRN 1.0 C-0.0 R-1.0, H-50 Zone.
- Rezone the detached residential properties at 1704-1814 Glenpark Drive, 10909 Glenhaven Parkway, 1717-1813 Alberti Drive, 1701-1715 Mayhew Drive, and 1516 University Boulevard West, 1700-1706 Mayhew Drive, 1703-1711 Alberti Drive, 1500-1502 University Boulevard West from the R-60 Zone to the CRN 1.0 C-0.0 R-1.0 H-50 Zone.

INWOOD HOUSE NEIGHBORHOOD

The 62-acre Inwood House neighborhood, located between Wheaton Forest Local Park and Sligo Creek Parkway, comprises three residential townhouse communities, a segment of Sligo Creek

Parkway, Glen Haven Elementary School, and the Inwood House multifamily residential property. Pomander Court, Surrey Walk and Wetherstone are the residential townhouse communities in this area, which are in the Residential Town (RT-12.5) Zone and Residential Town (RT-10) Zone, respectively. Glen Haven Elementary School is another public elementary school located along Inwood Avenue, approximately a block from University Boulevard. A BRT station is planned at the intersection of Inwood Avenue and University Boulevard.

This Plan supports new infill residential development at the Pomander Court and Inwood House properties. Pomander Court is a unique 24-unit rental townhouse community owned by the Housing Opportunities Commission (HOC) and located adjacent to Wheaton Forest Local Park. HOC has expressed an interest in redeveloping the property in the future, and this Plan supports the redevelopment of the property, via the CRT zone, with new pedestrian connections and placemaking opportunities with the adjacent local park.

Located at the northeast intersection of University Boulevard and Inwood Avenue, the Inwood House is an affordable multifamily residential community that serves residents with disabilities. Approved in 1977 as a special exception (S-567), now called a conditional use, this Plan supports infill residential development on this property since it will benefit from the interface with the planned BRT station (Figure 3).

Key Land Use and Zoning Recommendations

- Rezone the Pomander Court property from the Residential Town (RT-12.5) Zone to the CRT 1.5 C-0.25 R-1.5 H-60 Zone to support the Plan's recommended public benefits.
- Rezone the Surrey Walk and Weatherstone residential townhouse communities from the RT-10 and RT-12.5 Zones to the Townhouse Medium Density (TMD) Zone.
- Rezone the Inwood House property at 10921 Inwood Avenue from the R-60 Zone to the CRT 1.5 C-0.25 R-1.5 H-70 Zone to support infill or redevelopment of the property that further the Plan's public benefits, including affordable housing and specialized housing.

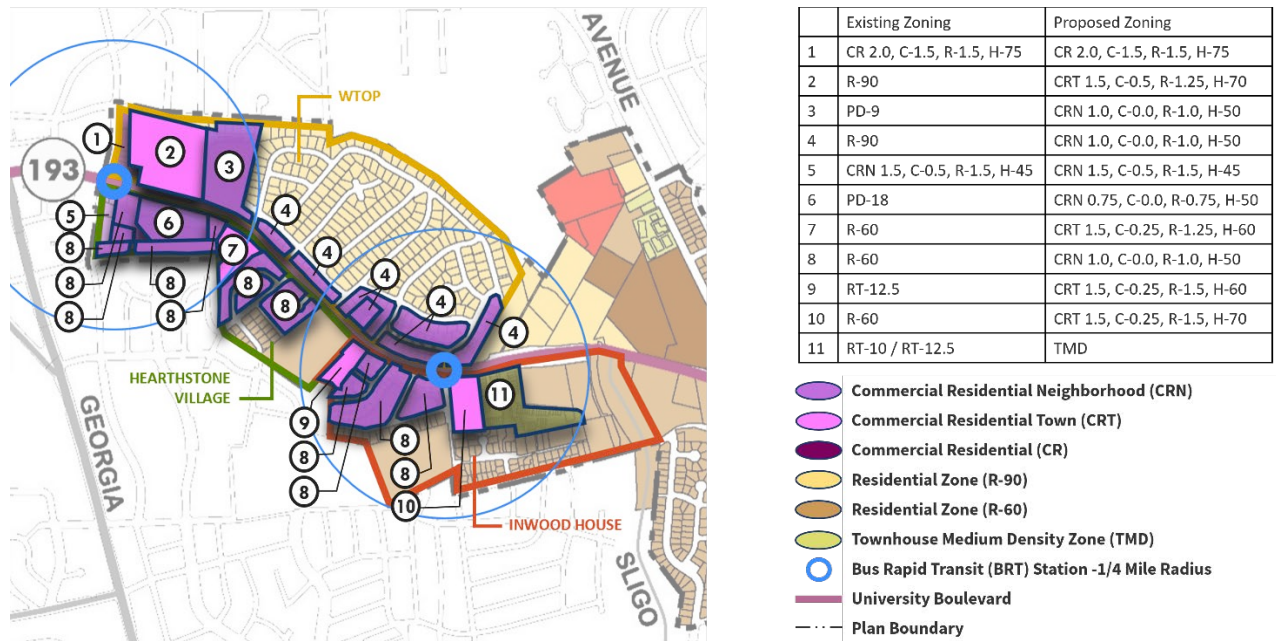


Figure 3: Proposed Zoning - Amherst Avenue and Inwood Avenue District

ARCOLA AVENUE DISTRICT

The Arcola Avenue District is bordered by Sligo Creek Stream Valley Park to the west and Orange Drive to the east and includes the neighborhoods of University Towers and Breewood Park.

UNIVERSITY TOWERS NEIGHBORHOOD

Centered at the intersection of University Boulevard and Arcola Avenue are three multifamily residential buildings, including University Towers' two residential condominium buildings and the Warwick apartments. Arcola Towers, an HOC-owned senior high-rise residential building, is also included in this 87-acre neighborhood. Built in the late 1960s or early 1970s, these multifamily residential buildings are in the Multiple-Family, high-rise planned residential (RH) Zone and vary in height between 12 to 18 stories.

The Kemp Mill Shopping Center, a traditional neighborhood suburban shopping center, is the only retail use in this neighborhood. The Kemp Mill Urban Park is located adjacent to the shopping center. The Young Israel Shomrai Emunah of Greater Washington, a synagogue; the Yeshiva of Greater Washington, a religious school; and Parkland Swim Club, a community pool, are additional uses located west of Arcola Avenue. Two small residential townhouse communities are also located in this neighborhood, including Northwood Crossings at the intersection of Arcola Avenue and MD 193, and Stonington Woods, which is adjacent to University Towers and the Swim Club.

Autumn Lake Healthcare at Arcola, a long-term care nursing home, is located east of Arcola Avenue. Approved as a special exception (CBA 1203) in 1962, this property is adjacent to the Northwood Chesapeake Bay Trail and the Kemp Mill Estates neighborhood. There are several existing approved special exceptions (S-297/S-436/S-2658/CBA-2846) at the University Towers property, an approved

special exception at the Warwick Apartments (CBA 2188), and a conditional use (CU 201613) at the Kemp Mill Shopping Center.

This Plan recommends new infill residential and non-residential development, via the CRT Zone, for the properties associated with the Kemp Mill Shopping Center, including the Cornerstone Montgomery Inc. office building at 1398 Lamberton Drive. New street and trail connections, public open space, and a broad range of building heights would support new development at the shopping center.

Properties under common ownership in this neighborhood, including the Israel Shomrai properties, receive consistent zoning recommendations to provide future flexibility for properties that may be redeveloped. In addition, density transfer between CRT zoned properties in this neighborhood is recommended.

University Towers, the Warwick Apartments, and Arcola Towers represent the highest amount of multifamily development in the Plan area. This Plan recommends the Commercial Residential (CR) Zone to permit these multifamily residential developments to conform to the existing building heights and to preclude the creation of non-conforming properties.

In the long-term, HOC anticipates some potential infill or redevelopment of the Arcola Towers property. An 80-foot private roadway, known as the “Access Road,” provides transit service and linkages to multifamily residential properties. This Plan supports the extension of this roadway to the Kemp Mill Shopping Center to improve overall circulation within this area.

Key Land Use and Zoning Recommendations

- Rezone the University Towers, Warwick Apartments and Arcola Towers properties from the RH Zone to the CR 1.5 C-0.25 R-1.5 H-200 Zone to permit conforming properties and the opportunity for infill development that contributes to the Plan’s recommended public benefits.
- Rezone the residential townhouses at Northwoods Crossing (11000-11026 Hemingway Court) and the Stonington Woods communities from the RT-12.5 Zone to the TMD Zone.
- Rezone the Young Israel Shomrai properties at 1128 Arcola Avenue, 1132 Arcola Avenue and the Parkland Swim Club property at 1124 Arcola Avenue from the RT-12.5 zone and R-60 zone to the CRT 1.5 C-0.75 R-1.25 H-70 Zone.
- Rezone the Kemp Mill Shopping Center properties, including 1370 Lamberton Drive and 1398 Lamberton Drive, from the Neighborhood Retail (NR) Zone to CRT 1.5 C-0.75 R-1.25 H-70 Zone to promote the Plan’s recommended public benefits.
- Rezone the Parks Department properties (Parcel N217 and 1206 Arcola Avenue) from the R-90 Zone to CRT 1.5 C-0.75 R-1.25 H-70 to support any potential development with the adjacent commercial property.

- Rezone the Autumn Lake Healthcare at Arcola property at 901 Arcola Avenue from the R-60 Zone to the CRT 1.5 C-0.5 R-1.25 H-60 Zone.
- Confirm the R-60 Zone for the Yeshiva of Greater Washington property at 1216 Arcola Avenue and the R-90 Zone for the Kemp Mill Urban Park.
- Confirm the detached residential properties, east of Arcola Avenue and within the Plan area, to the R-60 Zone.

BREWOOD PARK NEIGHBORHOOD

Northwood Presbyterian Church, Good Shephard Episcopal Church and MacDonald Knolls Early Childhood Center are key institutional properties in this 64-acre neighborhood. Both religious institutions have expressed redevelopment interests to provide new residential development and religious uses on their properties. All properties in this neighborhood are in the R-60 Zone and were included in the 2001 *Kemp Mill Master Plan*.

The Breewood Neighborhood Park is five acres of open space at the southwest intersection of Arcola Avenue and University Boulevard West. A portion of the Chesapeake Bay Trail traverses the park and is linked to Sligo Creek Parkway.

This Plan envisions new residential and non-residential uses on institutional properties that support the Plan's housing goals and complement the mission of some religious institutions. Higher building heights are recommended for the Northwood Presbyterian property because it is located adjacent to Sligo Creek and is within a short walking distance to the planned BRT station at Arcola Avenue and University Boulevard. Lower heights are recommended for other properties in this neighborhood to establish appropriate building height transitions (Figure 4).

Key Land Use and Zoning Recommendations

- Rezone the Northwood Presbyterian Church properties at 1200 University Boulevard West and the property at 1106 University Boulevard West from the R-60 Zone to the CRT 1.5 C-0.25 R-1.5 H-70 Zone to promote new infill development and to further the Plan's public benefits.
- Explore an abandonment of Breewood Road and Tenbrook Drive terminus to improve the Northwood Chesapeake Bay Trail alignment and solidify maintenance and management of the trail by Montgomery Parks between Sligo Creek Stream Valley Park and Breewood Neighborhood Park.
- Rezone the Good Shephard Episcopal Church at 818 University Boulevard West from the R-60 Zone to CRT 1.5 C-0.25 R-1.5 H-60 Zone to support the Plan's recommendations to promote infill development on institutional properties.
- Rezone the detached residential properties at 10923-10925 Breewood Avenue, 10912 Fiesta Road, 10913-10917 Fiesta Road, 10921 Breewood Avenue and 10905-10919 Breewood Court, 805 Gabel Street and 900 University Boulevard West from the R-60 Zone to the CRN 1.0 C-0.0 R-1.0 H-50 Zone.

- Rezone the detached residential properties at 822 University Boulevard West, 834 University Boulevard West, 800 Gabel Street, 806 Gabel Street, 808 Gabel Street, Parcel 957 and 10801-10811 Breewood Road from the R-60 Zone to the CRN 1.0 C-0.0 R-1.0 H-50 Zone.
- Rezone the detached residential properties at 710-810 University Boulevard West from the R-60 Zone to the CRN 1.0 C-0.0 R-1.0 H-50 Zone.

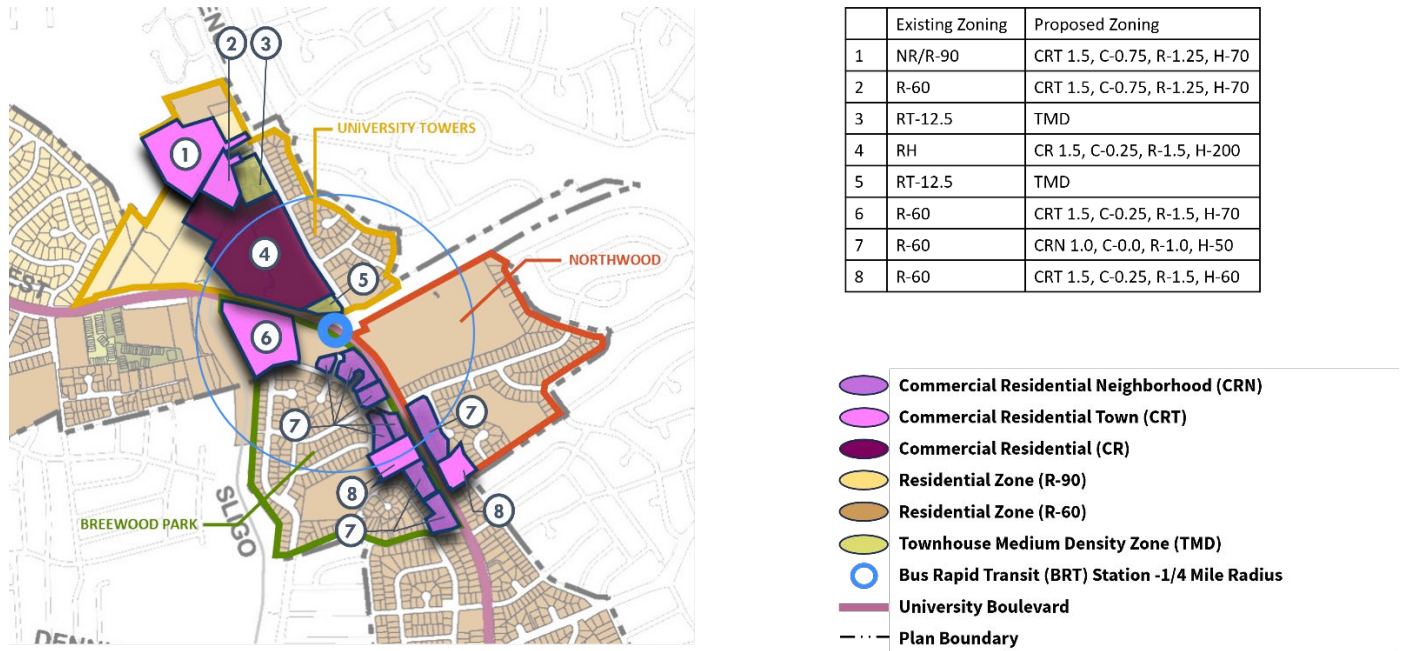


Figure 4: Proposed Zoning - Arcola Avenue District

DENNIS AVENUE DISTRICT

The Dennis Avenue District extends from Hannes Street to the west and Lorain Avenue to the east and includes the neighborhoods of Sligo Woods and Mary's Center.

SLIGO WOODS NEIGHBORHOOD

Collins Funeral Home, a Verizon utility building, and detached residential properties in the Sligo Woods neighborhood are in this 27-acre neighborhood. The Collins Funeral Home property is in the R-200 Zone and other properties are in the R-60 Zone. Collins Funeral Home (CBA 2117) and the Verizon (S-15) property are approved special exceptions in this area. The 2001 *Kemp Mill Master Plan* confirmed residential zones for these properties, but it does not make any specific land use recommendations.

This Plan recommends the CRT Zone as an appropriate zone to promote new infill development for properties between Kerwin Road and Dennis Avenue, including the four detached residential properties near the planned BRT station. A range of residential developments, including duplexes and other attached units, are recommended for this area. New infill development, which is recommended to be primarily residential, must transition to the existing detached dwellings along Gilmore Drive. As a public utility use, the Verizon property may not redevelop in the long-term. Existing underground

cables on the Verizon property, including along the University Boulevard frontage, will make redevelopment challenging.

Key Land Use and Zoning Recommendations

- Rezone the Collins Funeral Home property at 500 University Boulevard West from the R-200 Zone to the CRT 1.5 C-0.5 R-1.25 H-60 Zone.
- Rezone the Verizon substation and four detached residential properties, 10311-10317 Gilmore Drive, from the R-60 Zone to the CRN 1.0 C-0.0 R-1.0 H-50 Zone to promote redevelopment that will further the Plan's recommended public benefits.
- Rezone the detached residential properties at 702-704 Orange Drive, 602-620 University Boulevard West, 601-607 Kerwin Road and 10503-10517 Gilmore Drive from the R-60 Zone to the CRN 1.0 C-0.0 R-1.0 H-50 Zone.

MARY'S CENTER NEIGHBORHOOD

This 21-acre area includes a range of detached residential dwellings and non-residential buildings, including Nichiren Shoshu Myosenji, a Buddhist Temple; Mary's Center, a community health center; and Silver Spring Masonic Temple/National Childrens Center. Mary's Center (CBA 1544) and Silver Spring Masonic Temple/National Childrens Center (S-763) are approved conditional uses, formerly special exceptions. Three parcels at 400 University Boulevard West are in the EOF 1.5 H-60 Zone, and the remaining residential and religious institutional properties are in the R-60 Zone. The 1996 *Four Corners Master Plan* addressed this area but made no specific recommendations.

This Plan recommends a consistent land use approach, via the CRT Zone, for some existing residential and non-residential properties that would permit new infill development near the planned BRT station at Dennis Avenue.

Three vacant parcels and a detached dwelling at the southwest intersection of University Boulevard and Dennis Avenue are under common ownership and offer a good opportunity to redevelop with primarily residential uses, including attached and multifamily development. New residential development at this location will serve as a gateway feature to this area.

Mary's Center provides county residents with healthcare, education, and social services. This Plan supports the CRT zone for the property since it permits the existing use and provides more flexibility of the property is redeveloped in the future. If the property completely redevelops with residential uses, this Plan supports new pedestrian or bikeway extension of Greenook Road to University Boulevard or the extension of Gilmore Drive.

The Nichiren Shoshu Temple, located at Brunett Avenue and University Boulevard, is religious institutional property along the corridor. This Plan supports residential development at this property if the Temple is no longer in use. Attached residential units, such as duplexes or townhouses, are appropriate for this property if it redevelops.

Key Land Use and Zoning Recommendations

- Rezone the properties at 700 Dennis Avenue, 704 Dennis Avenue, 708 Dennis Avenue and 420 University Boulevard West from the R-60 Zone to the CRT 1.5 C-0.5 R-1.25 H-50 Zone to further the Plan's housing and infill development recommendations that is in proximity to the future BRT station.
- Rezone the Mary's Center property at 344 University Boulevard West from the R-60 Zone to the CRT 1.5 C-0.5 R-1.25 H-50 Zone to allow a permitted use and flexibility for future in-fill development.
- Rezone the Nichiren Shoshu Temple from the R-60 Zone to the CRT 1.5 C-0.25 R-1.0 H-50 Zone to promote infill development that contributes to the Plan's recommended public benefits.
- Rezone the Silver Spring Masonic Temple/National Children's Center properties from the Employment Office (EOF-1.5 H-60) Zone and the property at 354 University Boulevard West from the R-60 Zone to the CRT 1.5 C-0.5 R-1.25 H-50 Zone to support the Plan's recommended public benefits.
- Rezone the detached residential properties at 354 University Boulevard West, 314-336 University Boulevard West, 509-521 Gilmore Drive, 202-222 University Boulevard West, 403-419 Gilmore Drive and 10022-10026 Lorain Avenue from the R-60 Zone to CRN 1.0 C-0.0 R-1.0 H-50 Zone (Figure 5).

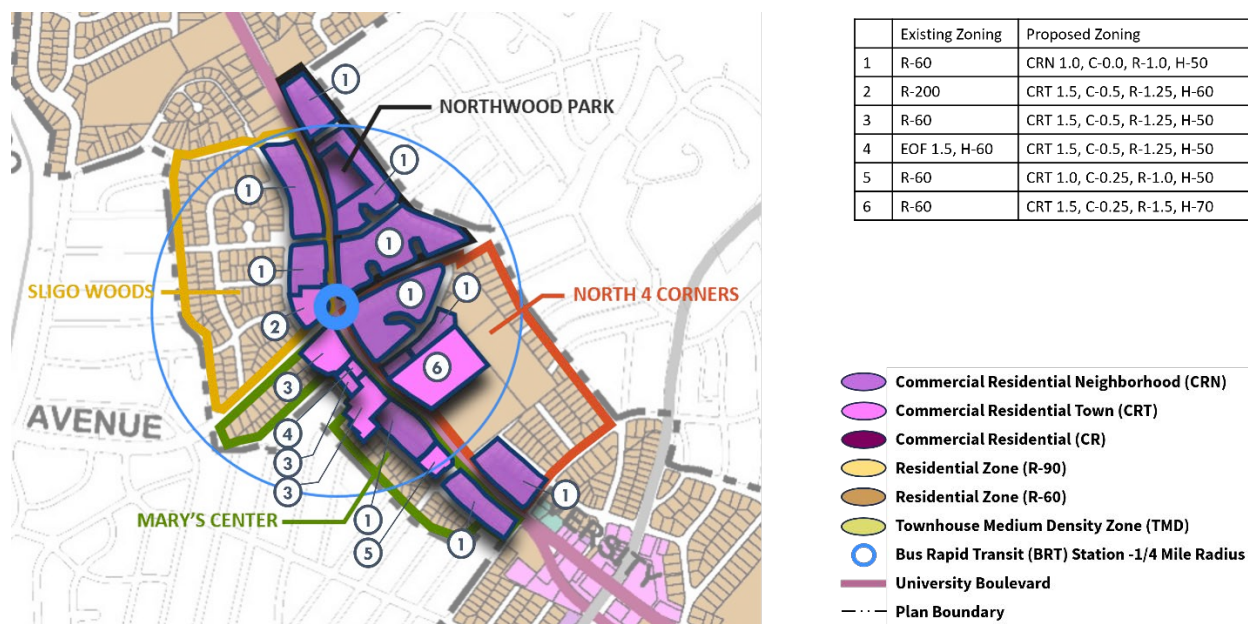


Figure 5: Proposed Zoning - Dennis Avenue District

FOUR CORNERS DISTRICT

Four Corners serves as the commercial center of the intersection of University Boulevard and Colesville Road, including a portion of University Boulevard as a one-way couplet. A one-way couplet is a pair of parallel one-way streets that allow traffic to move in opposite directions. Commercial businesses, including a McDonald's, Papa John's Pizza, and a 7-Eleven convenience store are located

on the island northwest of Colesville Road and University Boulevard. Most of the quadrants in Four Corners have single-use commercial businesses, including the 4 Corners Pub and a Shell gas station and the Woodmoor Shopping Center, a two-level commercial center, is located southeast of the intersection.

The Four Corners District extends between Lorain Avenue and I-495 / Capital Beltway and includes the neighborhoods of Four Corners West, Four Corners North, and Woodmoor Shopping Center.

FOUR CORNERS WEST NEIGHBORHOOD

Commercial properties, including a Safeway grocery store, a United States Postal Service (USPS) property, two automotive filling stations, and a small office park are in this 14-acre neighborhood. Commercial properties in this area are in the Commercial Residential Town (CRT) and Commercial Residential Neighborhood (CRN) Zones. Detached residential properties in this neighborhood are in the R-60 Zone. This neighborhood includes a portion of University Boulevard's one-way couplet, a key feature of the Four Corners area.

This Plan supports new infill residential and non-residential development for existing single-use commercial properties. It is envisioned that the commercial properties in the median of University Boulevard West could be redeveloped with new vertical mixed-use development that further defines the Four Corners area as a unique destination.

The assembly of one or more properties in this area would permit the potential reconfiguration of properties to implement new circulation patterns and pedestrian connections. Density transfers among properties in this area are recommended to further the Plan's mobility and circulation recommendations.

The Safeway grocery store, which is approximately 19,000 square feet in size, can redevelop with new mixed-use infill development. A new buildable block pattern on the Safeway property is recommended to promote more circulation and walkability and a minimum ¼ acre neighborhood green should be implemented when the property redevelops. An existing long-term lease on the property will likely influence any redevelopment of the Safeway property.

The Post Office, which is adjacent to the Safeway store and the BP automotive filling station, is a community asset that provides important services for residents and businesses in the Four Corners District. However, parking and access to the property are limited. This Plan supports the possibility of joint development among properties in this neighborhood to facilitate new parking opportunities for the Post Office, and new linear open spaces or street connections when properties redevelop.

The Four Corners Office Park is a small office condominium building and associated surface parking is located along Colesville Road. The surface parking is an approved conditional use, formerly a special exception (S-815), to permit off-street parking in connection with an approved development. Redevelopment of this office condominium is not anticipated in the long-term. This Plan recommends removing the split zoning from the office property by providing a single zone for the property. The detached residential property at 10000 Colesville Road also has an approved conditional use, S-1682, for a non-resident professional office.

Key Land Use and Zoning Recommendations

- Rezone the commercial properties (2 University Boulevard West, 22 University Boulevard West, 106 University Boulevard West, 108 University Boulevard West and 10040 Colesville Road) in the median of University Boulevard West from the CRT-2.25 C-1.5 R-0.75 H-45 Zone to CRT 2.5 C-1.5 R-1.5 H-75 to promote the Plan's recommended public benefits.
- Rezone the Safeway Shopping Center property from the R-60 Zone and CRT 1.5 C-1.5 R-0.5 H-45 Zone to the CRT 2.25 C-1.5 R-1.5 H-60 Zone to promote mixed-use development that contributes to the recommended public benefits.
- Rezone the U.S. Postal Service property from the CRT 1.5 C-1.5 R-0.5 H-45 Zone to the CRT 2.25 C-1.5 R-1.5 H-60 Zone that promotes the Plan's recommended public benefits.
- Rezone the Four Corners Office Park property from the R-60 Zone and CRN 0.5 C-0.5 R-0.25 H-35 Zone to the CRN 0.5 C-0.5 R-0.5 H-40 Zone to remove split zoning of the property.
- Rezone the property at 10000 Colesville Road from the R-60 Zone to the CRN 1.0 C-0.0 R-1.0 H-40 Zone.
- Rezone the BP automotive service center property at 112 University Boulevard West from the CRT 2.25 C-1.5 R-0.75 H-45 Zone to CRT 2.25 C-1.5 R-1.5 H-75 Zone to support the recommended public benefits.
- Rezone the Shell gas station property at 100 University Boulevard West from the CRT 1.5 C-1.5 R-0.5 H-45 Zone to the CRT 2.25 C-1.5 R-1.5 H-60 Zone to support the Plan's recommended public benefits.
- Rezone the detached residential properties at 10017-10021 Lorain Avenue from the R-60 Zone to the CRN 1.0 C-0.0 R-1.0 H-50 Zone.

FOUR CORNERS NORTH NEIGHBORHOOD

Located east of University Boulevard West, between Lorain Avenue and Timberwood Avenue, and north of Colesville Road, several small-scale commercial businesses and detached residential properties are located in this approximately 12-acre neighborhood. Two automotive gas stations (Shell and Citgo), a Pepco substation, a Dunkin' Baskin-Robbins and the 4 Corners Pub are in this area. An existing Flash BRT station is located along the northern frontage of U.S. 29.

Commercial properties are primarily in the CRT Zone and the three properties near the intersection of University Boulevard and Lorain Avenue, including the Baskin-Robbins property, are in the EOF zone. Detached residential properties along Colesville Road, Timberwood Avenue and Sutherland Road are in the R-60 Zone. There are smaller commercial properties along University Boulevard, between Lorain Avenue and Sutherland Road, which are similar to the size of residential detached properties in the area.

This Plan supports the redevelopment of existing single-use commercial properties in this area into mixed-use properties, which will complement the existing and proposed BRT stations along Colesville Road and University Boulevard, respectively. Several properties in this area have some common ownership, while others, such as the 4 Corners Pub at 10111 Sutherland Road and the Shell Gas

Station at 10144 Colesville Road, are owned by separate entities. Subsequently, redevelopment in this area will evolve based on a property owner by property owner initiative.

Key Land Use and Zoning Recommendations

- Rezone the commercial properties in the northeast intersection of Colesville Road and University Boulevard West, including at 10100 Colesville Road, 10110 Colesville Road, 10118 Colesville Road, 10120 Colesville Road, 10126 Colesville Road, 10130 Colesville Road, 10132 Colesville Road, 10134 Colesville Road, Parcel 072 and Parcel P11 from the R-60 Zone and CRT 2.25 C-1.5 R-0.75 H-45 Zones to the CRT 2.25 C-1.5 R-2.0 H-70 Zone to promote mixed-use development that support the Plan's public benefits, mobility options and pedestrian connections.
- Rezone the properties at 10144 Colesville Road and 110 Sutherland Road from the CRT 1.5 C-1.5 R-0.5 H-45 Zone to the CRT 2.0 C-1.5 R-1.5 H-60 Zone to support mixed-use development that is in proximity to BRT stations.
- Rezone the commercial properties at 115 University Boulevard West, 10101 Lorain Avenue and 10105 Lorain Avenue from the EOF 3.0 H-100 Zone to the CRT 3.0 C-2.0 R-1.5 H-60 Zone to support the Corridor Plan's public benefits, including housing and mobility options.
- Rezone the detached residential properties at 10109 Lorain Avenue, 200-210 Timberwood Avenue and 10112 Sutherland Road from the R-60 Zone to the CRN 1.0 C-0.0 R-1.0 H-50 Zone to support the Plan's recommendations for new residential typologies (Figure 6).

WOODMOOR SHOPPING CENTER NEIGHBORHOOD

The Woodmoor Shopping Center, located at the northeast intersection of Colesville Road and University Boulevard East, is the main commercial use in this 46-acre neighborhood. This shopping center, which is approximately 67,912 square feet in size, serves as the commercial heart of the Four Corners District with various neighborhood serving uses, including a bank, a grocery store, and a pharmacy. The Woodmoor-Pinecrest residential neighborhood is southeast of the shopping center with residential detached properties and institutional properties, including Pinecrest Elementary School, Pinecrest Local Park and Saint Bernadette Church and School. Pinecrest Elementary School and Pinecrest Local Park are located within the Woodmoor neighborhood, and the 12-acre Saint Bernadette property has frontage along University Boulevard and access from the residential neighborhood.

The Woodmoor Shopping Center property owner has no immediate redevelopment plans for this site. Given the relatively small property size, redevelopment would likely entail complete site redevelopment rather than a phased approach. This Plan introduces new flexible zoning options that would permit residential and non-residential development in the long-term, if desired by the property owner. A neighborhood green is recommended for this property to support any future new development, and any new development must transition to the existing detached residential properties along Pierce Drive and Lexington Avenue. This Plan also introduces new residential typologies for the detached residential properties on Pierce Drive, which is adjacent to the shopping center (Figure 7).

Key Land Use and Zoning Recommendations

- Rezone the Woodmoor Shopping Center from the CRT 0.75 C-0.75 R-0.5 H-40 Zone to the CRT 2.0 C-1.5 R-1.5 H-70 Zone to promote mixed-use development in the Four Corners area that supports the Plan's recommended public benefits, including affordable housing and public open space.
- Rezone detached residential properties at 10102-10112 Pierce Drive from the R-60 Zone to the CRN 1.0 C-0.0 R-1.0 H-50 Zone to support the Plan's recommended new residential typologies.

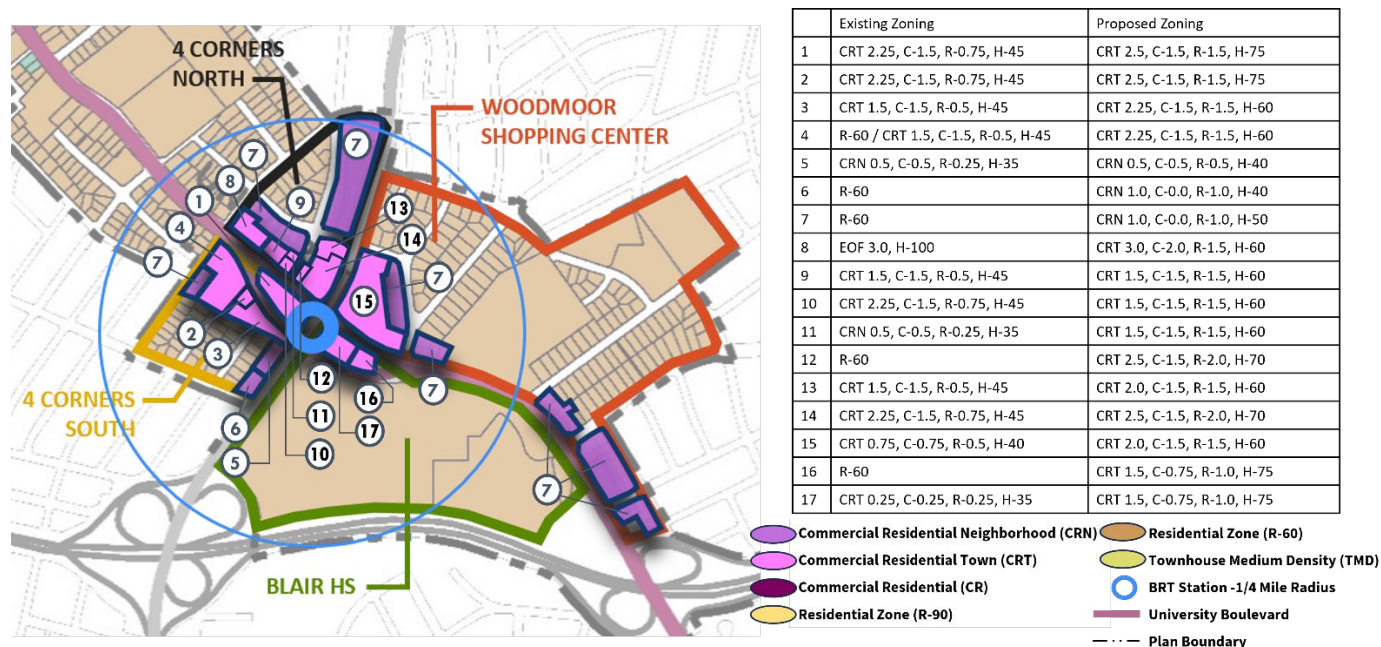


Figure 6: Proposed Zoning - Four Corners District

HOUSING

OVERVIEW

The University Boulevard Corridor Plan area is currently home to around 3,400 housing units, with a range of housing types including detached, attached, and multifamily units. The Plan area is characterized by its general affordability as compared to the county in both sales prices and rents, but also in terms of the large amount of the housing stock that is income restricted. The proposed [Attainable Housing Strategies](#) recommendations are not included in this Plan. Existing zones are proposed to create more housing opportunities.

Of the over 1,300 multifamily units in the Plan area, over 350 of the units are income restricted, and many of the units are senior and/or special needs housing. These types of units are important assets to the University Boulevard Corridor Plan area and this Plan recommends a variety of tools and strategies to preserve and expand affordable housing.

The Plan's affordable housing comes through a variety of affordable housing programs, including Moderately Priced Dwelling Units, Low-Income Tax Housing Credit units, and other affordable housing programs that serve a variety of incomes and households throughout the Plan area. While the area is well served by existing affordable housing, this Plan recommends prioritizing MPDUs as a top public benefit and exploring and leveraging partnerships to preserve and expand affordability throughout the Plan area.

Of the multifamily units that are not income restricted in the Plan area, many were built in the 1980s and before, and due to their age, they are naturally occurring affordable housing, meaning they are affordable to households earning below 80 percent of Area Median Income¹. These units are resources due to their natural affordability, and this Plan aims to balance the preservation of existing naturally occurring affordable housing with the production of new housing, which will result in the creation of new Moderately Priced Dwelling Units (MPDUs). In the event of redevelopment, this Plan strives for no net loss of naturally occurring affordable housing. This means that in the event of redevelopment, to the extent that is practical and feasible, the number of naturally occurring affordable housing units being removed should be replaced in the new development and their affordability levels should be preserved.

This Plan also seeks to expand the nature of residential neighborhoods along the corridor by introducing new residential building typologies, which are linked with the introduction of new BRT infrastructure. Prior master plans along the corridor, such as the 2001 *Kemp Mill Master Plan* and the 1996 *Four Corners Master Plan*, recommended the retention of detached residential uses along the corridor.

This Plan recommends adding more housing to meet the growing demand for housing, to assist in the creation of Complete Communities, and to support the county in meeting its housing goals. In 2019,

¹ In 2024, 80 percent AMI (Area Median Income) for a household of four was around \$124,000.

the Metropolitan Washington Council of Governments (MWCOG) established regional housing targets to address a growing supply gap and affordability issues in the region. To meet our housing goals and obligations, the county needs to build 31,000 (excluding the municipalities of Gaithersburg and Rockville) units by 2030 to meet future housing demand from population and job growth, with additional housing goals for 2040 and 2050. In this context, the University Boulevard Corridor Plan area plays an important part in helping the county reach its housing goals. This Plan adds capacity for more than 4,000 new residential units.

In implementing the recommendations of *Thrive* in the University Boulevard Corridor Plan, this Plan acknowledges and begins to address the deep disparities in wealth and homeownership that were shaped by a legacy of discriminatory lending practices, restrictive covenants, and single-family zoning and its secondary impacts on neighborhoods that are still being felt today.

Specifically, this Plan supports the introduction of new housing typologies in the Plan area, especially along the University Boulevard Corridor and in proximity to the BRT stations, to begin to address decades of inequities to create more equitable, mixed-income neighborhoods and ensure that exclusively single-family zoning is not a barrier to development. As aligned with *Thrive*, this Plan also supports opportunities to increase residential density, especially along University Boulevard to add additional housing to assist with the development of Complete Communities.

In 2023, [HB0017](#) was passed, which obligates Maryland charter counties to “affirmatively further fair housing through the county’s housing and urban development programs.” The University Boulevard Corridor Plan aims to affirmatively furthering fair housing (AFFH) by taking meaningful actions aimed at combating discrimination to overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to housing and opportunity based on protected characteristics.

HOUSING GOALS

The housing goals for this Plan are guided by the following policies and practices found in previous and recent plans including, *Thrive*, *the Housing Element of 2011*, and recent master plans. This Plan intends to ensure consistency with current best practices in planning and housing policy. These goals, as aligned with *Thrive*, include:

- Expand opportunities to increase residential density, especially along major corridors and in locations where additional housing can assist in the development of Complete Communities.
- Support creative housing options including personal living quarters and/or micro units; “missing middle” housing types such as tiny houses, cottages, duplexes, multiplexes, and small apartment buildings; shared housing, cooperative housing, co-housing, live-work units, and accessory dwelling units (ADUs), to help meet housing needs and diversify housing options.
- Increase the number of income restricted affordable housing units, especially for low-and-moderate-income households.
- Develop targeted strategies to minimize gentrification and displacement because of development, while promoting social integration.

- Provide financial and other incentives to boost housing production for market rate and affordable housing, especially near transit and in Complete Communities.

PRELIMINARY HOUSING RECOMMENDATIONS

AFFORDABLE HOUSING

- Aligned with current county policy, new developments should provide at least 12.5% Moderately Priced Dwelling Units (MPDUs).
- Prioritize greater percentages or more affordable MPDUs than required by county code as a public benefit for the Optional Development Method in the Commercial/Residential (C/R) family of zones to provide additional affordable housing that is needed within the Plan area.
- When public properties are redeveloped with a residential component, projects should strive to provide a minimum of 30% MPDUs, with 15% affordable to households earning the standard MPDU level of 65-70% or less of Area Median Income (AMI) and 15% affordable to households at or below 50% of AMI.
- Support the development of permanent and temporary supportive housing for people experiencing homelessness in the Plan area.

PRESERVATION OF AFFORDABLE HOUSING

- Preserve existing naturally occurring affordable housing where practicable, striving for no net loss of naturally occurring affordable housing in the event of redevelopment.
- Explore and leverage partnerships with public, private, non-profit, philanthropic, and religious institutions to preserve and expand housing affordability in the Plan area.
- Property owners should work with the Montgomery County Department of Housing and Community Affairs (DHCA) to extend their federal and county subsidy contracts to retain and expand the current levels of housing affordability in the Plan area.

HOUSING PRODUCTION AND HOUSING DIVERSITY

- Add more units to the housing inventory, including more types of housing units to increase the amount of housing and to meet a diversity of incomes and households including families, seniors, and persons with disabilities that currently reside within the Plan area.
- Utilize the Commercial Residential Town (CRT) and Commercial Residential Neighborhood (CRN) Zones as the primary zones to introduce new residential typologies along the corridor as well as within proximity to the proposed BRT stations.
- Prioritize family-sized market rate and affordable units for rent and for sale in residential development projects as a public benefit for the Optional Development Method in the Commercial/Residential family of zones (C/R) to provide additional family-sized units.
- New housing developments in the Plan area should strive to increase the quality and quantity of housing units that are accessible to people with disabilities and older adults.

- In the event of redevelopment, property owners should work with the Department of Housing and Community Affairs and tenants to ensure residents receive the support and assistance necessary to mitigate the impacts of temporary relocation.

FAIR HOUSING

- Overcome patterns of segregation.
- Foster inclusive communities free from barriers that restrict access to housing and opportunity based on protected characteristics².
- Address significant disparities in housing needs and access to opportunity.
- Replace segregated living patterns with truly integrated and balanced living patterns.
- Foster and maintain compliance with civil rights and fair housing laws.

² Pursuant to State Government Article, §20-702, Annotated Code of Maryland, it is the policy of the State of Maryland to provide for fair housing throughout the State, to all its citizens, regardless of race, color, religion, sex, familial status, national origin, marital status, sexual orientation, gender identity, disability, or source of income.
<https://mccr.maryland.gov/Pages/Housing-Discrimination.aspx>

PARKS, TRAILS AND OPEN SPACE

OVERVIEW

The Plan area is generally well-served by seven existing M-NCPPC parks plus a strip of land owned by the Maryland Department of Transportation State Highway Administration (MDOT SHA), which is adjacent to Northwood High School that functions as parkland. West to east, these parks are: Wheaton Forest Local Park, Sligo Creek Stream Valley Park, Breewood Neighborhood Park, Kemp Mill Urban Park, MDOT SHA land adjacent to Northwood High School, North Four Corners Local Park, Blair Local Park, and Pinecrest Local Park (Figure 7).

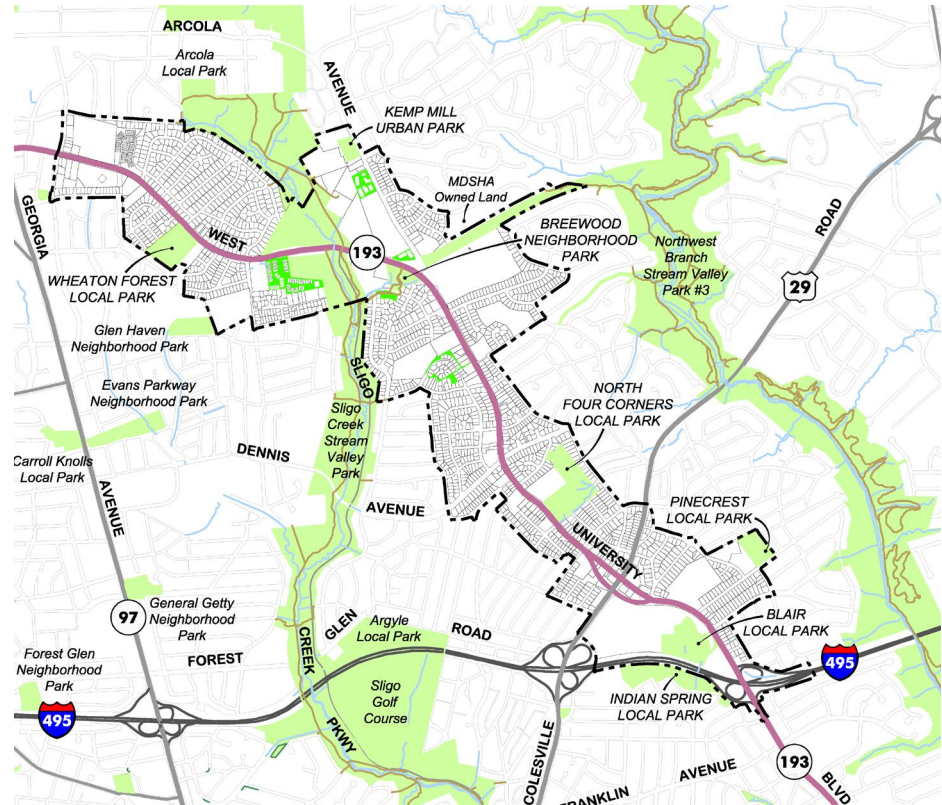


Figure 7: Existing Parks in the Plan Area and Surrounding Areas

Collectively, these parks offer 4 diamond athletic fields, 4 rectangular athletic fields, 5 playgrounds, 3 basketball courts, 6 tennis courts, 1 picnic shelter and 1 park activity building (under long-term lease). The Plan area also includes a portion of Sligo Creek Parkway that is part of the Open Parkways Program, the Sligo Creek Trail that runs between Wheaton Regional Park and the Montgomery-Prince George's County line where it continues downstream along the creek, and the Northwood-Chesapeake Bay Trail that links the Sligo Creek Trail with the Northwest Branch Trail. These trails are all part of the larger regional Anacostia Tributary Trail System.

EXISTING PUBLIC PARKS RECOMMENDATIONS

The following recommendations are for existing public parks in the Plan area, which will upgrade, expand, or otherwise improve these parks:

WHEATON FOREST LOCAL PARK

- Improve pedestrian connection from the adjacent Pomander Court property when it redevelops. Consider a financial contribution from this property owner for park improvements in or near the Plan area at the time of development.
- During redevelopment of adjacent properties ensure park edges are attractive, such as, no parking lots immediately adjacent to the parks.
- Investigate options and opportunities to create more shade for park users and especially for athletic field spectators.
- Consolidate the two entrances to the parking lot to a single entrance in accordance with other recommendations and goals of the Plan related to increased pedestrian safety and comfort along University Boulevard.
- Create a paved trail loop in the park that goes around the athletic fields and creates a clearer connection through the park from the southern residential neighborhoods.

NORTH FOUR CORNERS LOCAL PARK

- Improve pedestrian connection from adjacent HOC property when it redevelops. Consider a financial contribution from this property owner for park improvements in or near the Plan area at the time of development.
- During redevelopment of adjacent properties ensure park edges are attractive, such as, no parking lots immediately adjacent to the parks.
- Investigate options and opportunities to create more shade for park users and especially for athletic field spectators.

SLIGO CREEK STREAM VALLEY PARK

- When the Northwood Presbyterian Church property redevelops, improve public bicycle and pedestrian access between University Boulevard West and Sligo Creek Trail.
- Seek abandonment of the unimproved rights-of-way (or obtain permit from Montgomery County Department of Permitting Services) for Breewood Road and Tenbrook Drive to allow the Parks Department more control of the land through which the Northwood-Chesapeake Bay Trail passes (also impacts Breewood Neighborhood Park).
- Relocate playground next to Sligo Creek Parkway and stream near University Boulevard out of the floodplain.
- Continue to improve stormwater discharge from non-parkland into Sligo Creek and its tributaries.

- Explore opportunities to improve fish passage by reconnecting the stream under University Boulevard.
- Improve the Sligo Creek Trail entrance at the Kemp Mill Shopping Center; redevelopment of the adjacent Kemp Mill Shopping Center property should provide improvements at this location.

MDOT SHA NORTHWOOD-CHESAPEAKE BAY TRAIL

- Recommend that MDOT SHA convey land to M-NCPPC to ensure trail is permanently protected and under full control of M-NCPPC Montgomery Parks.

KEMP MILL URBAN PARK

- When adjacent Kemp Mill Shopping Center property redevelops, seek additional land to expand the existing park, and create a pedestrian and bike connection through the redeveloped area between the park and the Sligo Creek Trail.
 - Expansion of Kemp Mill Urban Park and Sligo Creek Stream Valley Park at time of redevelopment of the shopping center could be accomplished in part via a land exchange for M-NCPPC-owned land at entrance of shopping center.

PINECREST LOCAL PARK

- Add interpretive signs to educate visitors about the historic Pinecrest Recreation Center.

NEW OPEN SPACES

- This Plan recommends new open spaces on key properties, such as WTOP and Safeway, which may redevelop in the future. These new open spaces will contribute to creating a livable environment associated with new development.

ENVIRONMENTAL SUSTAINABILITY

OVERVIEW

The overarching goal of the environmental sustainability recommendations for the Plan is to create a green, healthy and resilient community that contributes to a high quality of life for residents of the Plan area.

Many of the existing land uses have been in place for many years and reflect both positive and negative environmental attributes associated with the long history of the development. Positive attributes include some mature tree canopy coverage especially on lots in the older, established residential areas. Negative environmental conditions are associated with a land use design intended to facilitate automobile use, including the broad University Boulevard as a central transportation feature, a system of disconnected streets, as well as driveways and parking lots. The environmental impacts of this auto-centric design include increased runoff from storms, degraded water quality and aquatic habitats, diminished air quality, and urban heat island effect. These impacts are worsening as climate change magnifies the problems.

Sligo Creek Stream Valley Park is a significant natural feature that cuts across the Plan area from north to south and provides important environmental, recreational and health benefits to the community. The park's large forest and tree canopy areas improve air quality, filter runoff and improve water quality, reduce heat island effect, sequester carbon, and mitigate flooding. The stream and forest buffer provide habitat for numerous aquatic and terrestrial species. Park facilities provide opportunities for active and nature-based recreation. Time spent in forests and green spaces has proven mental health benefits. The Northwest Branch Stream Valley Park just to the north and east of the Plan area offers similar benefits. Providing and improving pathways that allow community members to access these parks is an important goal of this Plan.

ENVIRONMENTAL GOALS

The environmental recommendations of this Plan are intended to:

- Address the environmental impacts of urbanization, including mitigating urban storm runoff, protecting water quality in Sligo Creek and the Northwest Branch, reducing urban heat island effect, and improving air quality.
- Address actions items in the County's Climate Action Plan that relate to land use planning, including actions that contribute to reducing greenhouse gas emissions, conserving energy, and promoting resilience in the face of climate change impacts.
- Address environmental justice issues, including protecting the health and well-being of residents and visitors who are part of historically disadvantaged communities. Data indicates that significant numbers of these community members ride the bus, walk and ride bicycles, and Montgomery County Public Schools reports that schools in the Plan area have high equity scores indicating that many Plan area students come from historically disadvantaged

communities. Therefore, bus stops, pedestrian and bicycle systems, and schools should be targeted for investments that mitigate negative environmental health impacts.

- Promote the biological diversity of the county.

PRELIMINARY ENVIRONMENTAL RECOMMENDATIONS

DEVELOP UNIVERSITY BOULEVARD AS A COOL CORRIDOR

- Design a multimodal transportation spine along University Boulevard that gives people who depend on walking, biking and transit protection from extreme heat and air pollution along sidewalks and bike paths and at bus/BRT stops. Use the following Cool Corridor strategies:
 - Incorporate tree canopy, shaded bus stops, stormwater management, and landscaped buffers into the University Boulevard cross section.
 - Identify areas along streets leading to schools where additional shade will help protect children walking to school.
 - Plant native species of trees that produce healthy tree canopies, with a double row of trees along University Boulevard, where feasible with the implementation of the University Boulevard Bus Rapid Transit project.
 - Underground utilities along the corridor, where feasible.
 - Provide engineered shade structures where adequate tree canopy cannot be provided.
 - Include guidance for recommended tree species and adequate soil volumes to grow healthy canopy trees in the Plan's design guidance.

PROTECT AND INCREASE TREE CANOPY

- Protect and increase forests and tree canopy along road rights-of-way and on public properties.
 - Work with MCPS and Montgomery County Parks to increase tree canopy at parks and schools.
- Work with MCPS and owners of other large properties with significant impervious cover and little tree canopy to reduce heat islands.
- Areas of surface parking lots on public and private properties should provide at least 50% tree canopy coverage of the parking lot area. If it can be demonstrated that 50% tree canopy cover cannot be achieved, the remaining coverage requirement can be met through installation of solar canopies.

MITIGATE EXCESS RUNOFF AND PROTECT STREAM WATER QUALITY

- Promote the use of RainScapes type programs on private property.
- Minimize impervious surfaces in site designs for developing and redeveloping sites.
- On private property, provide a minimum of 35% green cover of the total developed area, excluding existing forest cover on the property. The green cover may include the following, either singly or in combination:
 - Intensive green roof (6 inches or deeper)

- Tree canopy cover
- Vegetative cover
- Landscaped areas
- Rain gardens and bioswales
- Solar energy and green roof
- Landscaping: use native plants that require less watering and fertilization; use rainwater for watering; apply Sustainable Sites Initiatives (SITES) principles.
- Incorporate carbon into landscaping soils to promote fertility and vegetation growth and draw down CO₂.

PROMOTE PUBLIC HEALTH

- Provide opportunities for exercise, recreation and mental well-being: parks and open spaces, trails, sidewalks, and bicycle networks.
- Locate appropriate land uses near sources of noise generation.
- Provide access to health care facilities.
- Provide opportunities to buy or grow fresh produce/healthy food choices: provide opportunities for community gardens; provide spaces for farmers' markets.
- Promote an environment that minimizes light pollution.

BUILT ENVIRONMENT CLIMATE RECOMMENDATIONS

- Make attainment of net-zero carbon emissions an aspirational goal in all new development and redevelopment.
- Include as many of the following recommendations as reasonable in development plans:
 - Use native vegetation in landscaping and tree planting to sequester carbon and reduce urban heat island.
 - Include on-site renewable energy generation.
 - Orient new buildings to support the use of passive solar and renewable energy.
 - Include building design features that keep roofs cool – either green roofs or cool roofs.
 - Encourage improvements and facilities to reduce carbon emissions.
 - Promote site and building design for energy conservation and LEED certification or a comparable rating system.
 - Over parking areas where trees cannot easily be planted and maintained (ex. rooftop garage parking), consider shading features that include solar panels.

PROMOTE NATIVE SPECIES

- Plant native vegetation that is highly attractive to pollinators and provides food sources for declining populations of native pollinator species.
- Incorporate multiple layers of native vegetation in landscaping.

TRANSPORTATION

OVERVIEW

This Plan seeks to provide multiple safe and convenient transportation options for all travelers, regardless of age, ability, or mode of transportation. The Plan prioritizes safety and choice, serving pedestrians, bicyclists, transit users, and vehicle passengers who live, work, learn, and visit the Plan area over the through-movement of high-speed vehicles.

POLICY GUIDANCE

Thrive Montgomery 2050

Thrive Montgomery 2050 contains transportation-related policies and practices that improve safety for all travel modes and provides multiple travel options. Selected policies and practices include:³

Develop a safe, comfortable and appealing network for walking, biking, and rolling.

- Expand the street grid in downtowns, town centers, transit corridors, and suburban centers of activity to create shorter blocks.
- Convert existing traffic lanes and on-street parking to create space for walkways, bikeways, and street buffers with landscaping and street trees, in a manner consistent with other county policies.
- Prioritize the provision of safe, comfortable, and attractive sidewalks, bikeways, roadway crossings, micromobility infrastructure and services, and other improvements to support walking, bicycling, micromobility, and transit usage in capital budgets, development approvals and mandatory referrals.
- Transform the road network by incorporating Complete Streets design principles with the goal of eliminating all transportation-related roadway fatalities and severe injuries and supporting the emergence of more livable communities.

Build a frequent, fast, convenient, reliable, safe, and accessible transit system.

- Build a network of rail, bus rapid transit, and local bus infrastructure and services— including demand-responsive transit service—that make transit the fastest, most convenient and most reliable way to travel to centers of economic, social and educational activity and opportunity, both within and beyond Montgomery County.
- Convert existing general purpose traffic lanes to dedicated transit lanes, in a manner consistent with other county policies.

³ [Thrive Montgomery 2050](#), pp. 112-114.

- Connect historically disadvantaged people and parts of the county to jobs, amenities, and services by prioritizing investments in increasing access to frequent and reliable morning to late night transit service.
- Ensure safe and comfortable access to transit stations via walking, rolling, and bicycling.

Adapt policies to reflect the economic and environmental costs of driving alone, recognizing car-dependent residents and industries will remain.

- Stop proposing new 4+ lane roads in master plans.
- Give a lower priority to construction of new 4+ lane roads, grade-separated interchanges, or major road widenings.

Complete Streets

The Maryland Department of Transportation State Highway Administration's (MDOT SHA) Complete Streets Policy endeavors to "create a comprehensive multi-modal network by ensuring connectivity for vehicles, bicycling, walking, transit and freight trips throughout Maryland's transportation system" and "requires that all SHA staff and partners consider and incorporate complete streets criteria for all modes and types of transportation when developing or redeveloping our transportation system."

Montgomery County's Complete Streets Policy and Standards require that "each transportation facility in the County must be planned and designed to ... maximize the choice, safety, convenience, and mobility of all users, regardless of age, ability, or mode of transportation..."

The 2021 Montgomery County *Complete Streets Design Guide* (CSDG), developed as a collaboration between the Montgomery County Department of Transportation (MCDOT) and Montgomery Planning, supports the design and operation of roadways to provide safe, accessible, and healthy travel for all users of the roadway system, including pedestrians, bicyclists, transit riders, and motorists. The document provides guidance on land use contexts and appropriate corresponding street types. For each street type, the document provides further guidance on street design parameters, such as target speeds, maximum spacing for protected crossings, and ranges of dimensions and priorities for elements of the street cross section. The new "complete streets" classification system replaces the "functional" classification system identified in Chapter 49 of the County Code, also known as the "Road Code." The CSDG "establishes policy for the design of county owned roads and private streets located in the county. For state-owned roads, this guide is intended to present the county's vision for the roadway, to serve as a starting point for collaboration between the county and Maryland Department of Transportation, State Highway Administration (MDOT SHA)" (p.10).

The CSDG also classifies the county's land uses as Downtown, Suburban, Town Center, Industrial and Country. Downtown areas are "envisioned as Montgomery County's highest intensity areas including central business districts and urban centers," while Town Center areas are "commonly envisioned as high-to-moderate intensity residential development, including multifamily buildings and townhouses, and retail (existing or planned)" (p. 18-19). Suburban areas "have low-to-moderate residential

development,” and predominantly “single-unit residential development” with “isolated retail establishments” (p. 19). There are existing Downtown and Town Center features in Wheaton and Four Corners, respectively, while the remainder of the corridor is currently considered Suburban.

All of University Boulevard in the Plan area was classified Major Highway with planned BRT under the functional classification system and is now classified as a Downtown Boulevard for the 300’ east of Amherst Avenue, a Boulevard from 300’ east of Amherst Avenue to Lorain Avenue, a Town Center Boulevard between Lorain Avenue and Lexington Drive, and a Boulevard from Lexington Drive to the eastern Plan area boundary. I-495 is retained as a Freeway (Figure 8).

Other existing street classifications have been “translated” from their former functional classification to a comparable complete streets classification based on their existing context and function. Amherst Avenue has been reclassified from a Business Street to a Downtown Street, Inwood Avenue has been reclassified from a Primary Residential Street to a Neighborhood Connector, and Arcola Avenue and Dennis Avenue have been reclassified from Minor Arterials to Area Connectors.

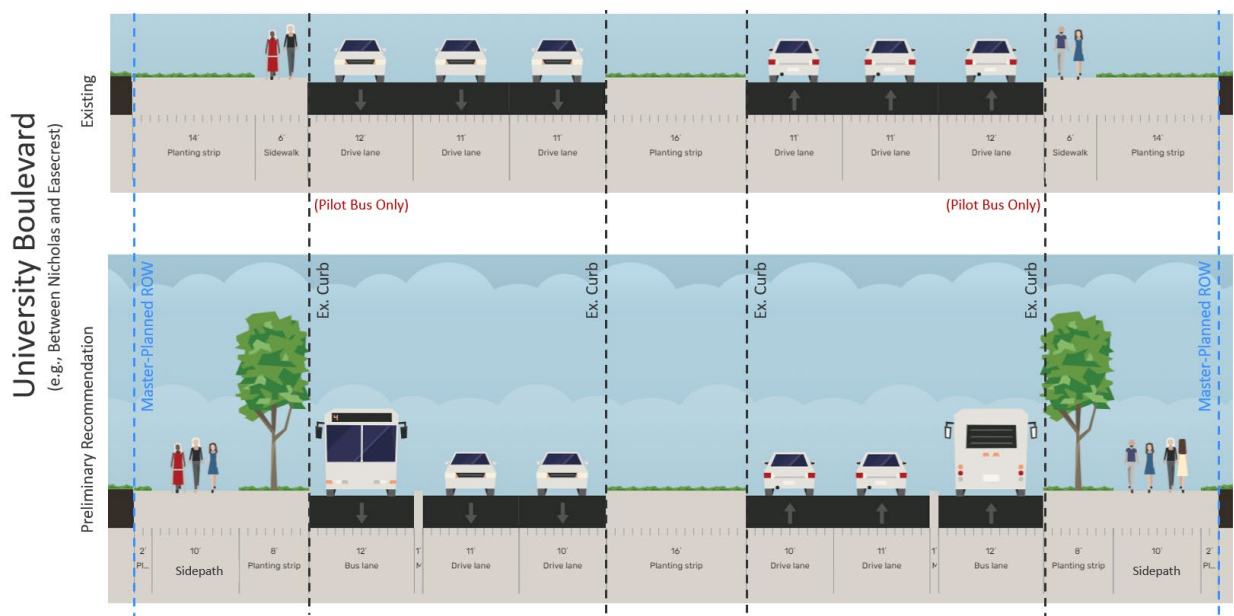


Figure 8: Existing and Proposed University Boulevard Cross-Sections

Vision Zero

Vision Zero is a holistic transportation strategy that seeks to eliminate traffic fatalities and severe injuries on the county's roadways. Montgomery County adopted a Vision Zero policy and developed a Vision Zero Action Plan in 2017 with the goal to eliminate crashes that result in severe injuries and fatalities by 2030. Key Vision Zero principles include the following: serious and fatal traffic crashes are unacceptable and preventable, the design and construction of roadways can reduce the consequences of human error, and human life takes priority over mobility.

The county's High Injury Network (HIN), which identifies streets with the highest incidences of serious and fatal collisions, includes State maintained roadways such as University Boulevard. The University Boulevard segment between Georgia Avenue (MD 97) and Colesville Road, is included in the top five HIN for State maintained roadways. In 2022, approximately 61 percent of the county's fatal crashes were on State maintained roadways, such as University Boulevard, with the remaining crashes on county and municipal roadways. Between 2015 and 2022, motor vehicle crashes on University Boulevard in the Plan area resulted in 34 severe injuries and three fatalities.

This Plan recommends:

1. Implement a connected network of streets along University Boulevard.
 - Realign existing streets across University Boulevard to support intersection signalization, manage vehicular access, smooth vehicular traffic progression, and reduce the spacing between protected pedestrian crossings. Potential locations include Reddie Drive; Markwood Drive / Dayton Street; Nicholas Drive / Pomander Court / Glenpark Drive; and Eisner Street / Orange Drive.
 - Connect streets to University Boulevard to manage vehicular access and improve local multimodal circulation. Potential locations include Reddie Drive; Tenbrook Drive / Access Road; Orange Drive; and Greenock Road / Royalton Road.
 - Connect parallel streets along the south/west side of University Boulevard to provide a more direct travel route for people walking and biking and to provide site access and local circulation for properties along University Boulevard in the event of their redevelopment. Potential locations include Tenbrook Drive / Access Road / Breewood Road; Breewood Road / Whitehall Street; Whitehall Street / Gilmore Drive; Gilmore Drive between Dennis Avenue and Dallas Avenue; and Gilmore Drive between Dallas Avenue and Brunnett Avenue.
2. Right-size roadways and intersections to create a safer and more comfortable environment for people who are walking, rolling, bicycling, riding transit, and driving.
 - Repurpose general-purpose travel lanes to provide dedicated transit lanes and improved facilities for people walking, biking, and rolling that are separated from vehicular traffic by street trees and planted green space.
 - Make travel lanes narrower and reduce roadway design speeds to targets identified in the *Complete Streets Design Guide* (CSDG).
 - Remove channelized right-turn lanes from all intersections.

- Minimize curb radii, using curb extensions rather than painted buffers. Include mountable curbs for emergency vehicle and truck access if necessary.
- 3. Signalize, restrict, or close median breaks along University Boulevard.
- 4. With redevelopment or implementation of BRT on University Boulevard, consolidate, remove, or relocate driveways from University Boulevard to other side streets and alleys, and limit future driveways.
- 5. Install additional traffic enforcement and other tools to manage speeding along the corridor.
- 6. Consider decorative crosswalks at the intersections of Arcola Avenue and Lamberton Drive, in the Four Corners area, and at institutional properties.
- 7. Reconfigure the interchanges with I-495 at Colesville Road and University Boulevard to improve safety for all modes.
 - a. Interim recommendations:
 - i. Ensure existing pavement markings are in good operating condition using high-visibility treatments.
 - ii. Ensure consistent levels of lighting throughout the corridor and eliminate “dark zones” by adding appropriate lighting where necessary.
 - iii. Trim foliage to avoid blocking lighting, signage, and sight distances at ramps, intersections, and pedestrian crossings.
 - iv. Consider a coordinated, HAWK-type signal at existing pedestrian ramp crossings to provide a protected pedestrian crossing phase.
 - b. Long-term recommendations:
 - i. Reconstruct interchange ramps to conventional 90-degree intersections instead of merge lanes, consistent with MDOT SHA Bicycle and Pedestrian Design Guidelines.
 - ii. Signalize all turning movements to provide protected phases for pedestrian and bicyclist crossing.
 - iii. Orient curb ramps to the intended direction of travel for people walking, rolling, and biking, typically perpendicular to crossing vehicular traffic.
 - iv. Reduce corner radii to calm vehicular traffic speeds and provide additional cues to drivers that they are exiting a controlled highway and entering a multimodal environment.

FOUR CORNERS STREET NETWORK

The Four Corners street network, which includes a one-way couplet where University Boulevard (MD 193) is split into eastbound and westbound sections and intersects with Colesville Road (U.S. 29), is one of the most complex at-grade intersection configurations in Montgomery County. This roadway configuration has existed since the 1960s.

The recommendations in this Plan seek to transition Four Corners from an auto-dominant center into a mixed-use, people-oriented center characterized by a safe, accessible and connected public realm for people who are walking, biking, rolling, riding transit, and driving. The combination of U.S. 29 Flash BRT stops and dedicated bus lanes in Four Corners and planned BRT service along University Boulevard will bring additional transit accessibility and walking activity to core of the area.

The 1996 *Four Corners Master Plan* examined the roadway system in Four Corners, including U.S. 29 and University Boulevard. The 1996 Plan indicated that two roadway changes were under consideration for U.S. 29 and MD 193: An interchange in the long-term and at grade or ‘jug handle’ changes in the short-term. The 1996 Plan stated that the “long-term improvement was a grade separation that would carry Colesville Road under the east and westbound lanes of University Boulevard. Both options were being studied by SHA. After several years of negotiating and meeting, SHA and the community agreed on the jughandle improvement as both the short-term and long-term solution” (p.37). The 1996 Plan also noted that the “roadway network is also fully developed and there are limited options to improving or expanding the system without major impacts to the community” (p.36).

FOUR CORNERS NEAR-TERM RECOMMENDATIONS

The near-term recommendations for Four Corners focus on improving multimodal safety, particularly for the most vulnerable travelers who are walking, biking, and rolling both to pass through the area and to access destinations within Four Corners. To support near-term implementation, the recommendations maintain the existing one-way couplet configuration of University Boulevard and generally occur within existing dedicated public right-of-way (Figure 9).

This Plan recommends:

8. Repurpose one lane per direction and relocate curbs along University Boulevard between Lorain Avenue and Lexington Drive to narrow the roadway and provide safer and more comfortable facilities for people walking, biking, and rolling. These include:
 - a. a 10-foot sidewalk and 7-foot street buffer along the north side of westbound University Boulevard;
 - b. an 8-foot sidewalk and 8-foot street buffer along the south side of westbound University Boulevard (Figure 10);
 - c. an 11-foot sidewalk and 8-foot street buffer along the north side of eastbound University Boulevard; and
 - d. a 16-foot Breezeway sidepath and 8-foot street buffer along the south side of eastbound University Boulevard (Figure 11).
9. Implement protected crossings at the intersection of Lorain Avenue and University Boulevard.
10. Minimize crossing distances—and hence exposure to conflicting vehicle movements—for people walking, biking, and rolling by reducing inside vehicle travel lanes to 10 feet wide and reducing the number of through-vehicle travel lanes on University Boulevard from three per direction to two per direction.
11. Reduce the curb radii at all intersecting streets to 15 feet, consistent with the Complete Streets Design Guide. Assume a maximum 10 mph turning speed for passenger cars and 5 mph turning speed for all other vehicles.



Figure 9: Conceptual Aerial View of Plan Recommendations for Four Corners

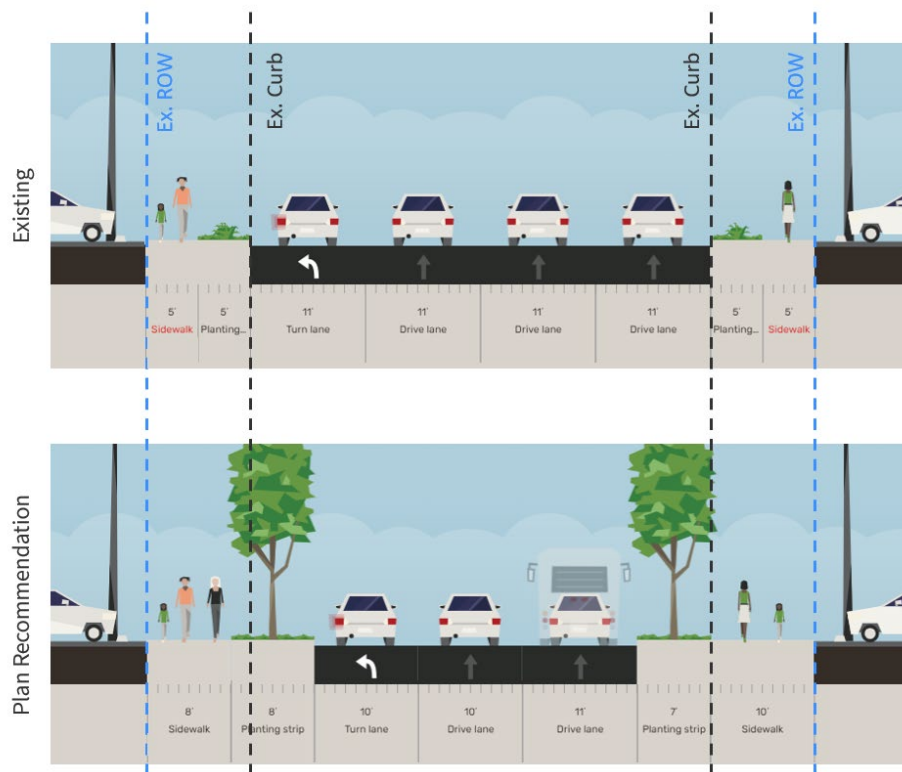


Figure 10: Existing and Recommended Cross Sections for Westbound University Boulevard in Four Corners

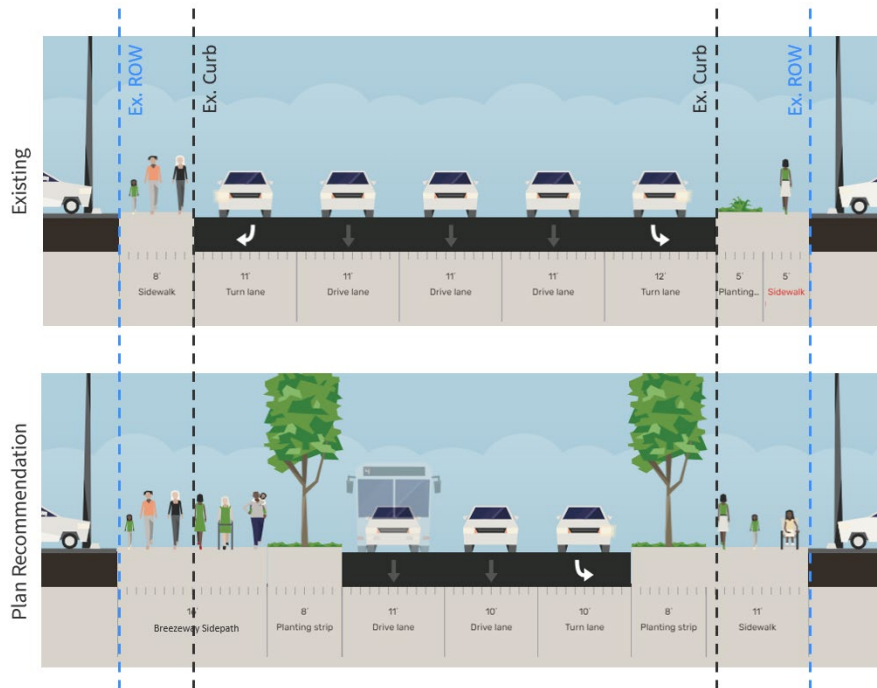


Figure 2: Existing and Recommended Cross Sections for Eastbound University Boulevard in Four Corners

Four Corners Long-Term Vision

The long-term vision for Four Corners expands upon the near-term recommendations to improve multimodal safety and support a mixed-use, bike-, pedestrian-, and transit-friendly environment consistent with the area's Town Center designation. The long-term vision identifies large-scale transportation investments that would require additional design, analysis, and extensive coordination with public- and private-sector property owners, and would likely be implemented beyond the Plan's horizon.

The long-term vision for Four Corners includes a more connected network of Town Center Streets that provides increased local connectivity for people walking, biking, rolling, taking transit and driving, and introduces a more regular street pattern than today's one-way couplet, which requires drivers seeking to turn left from Colesville Road to merge across three lanes of traffic in as little as 250 feet.

More consolidated and rectangular parcels within a more regular network of streets can facilitate development of higher intensity private development, public facilities, and/or amenities, while relocating vehicular property access points from University Boulevard itself to intersecting and parallel streets can improve multimodal safety by reducing conflict points and allowing management of a more orderly progression of traffic along University Boulevard.

Potential elements of the long-term vision could include the following after further study:

- Combining both directions of University Boulevard travel onto a single Town Center Boulevard.
- Reconfiguring the portion of existing eastbound University Boulevard that is east of Colesville Road into a new Town Center Street with a perpendicular intersection with the combined University Boulevard at Lexington Drive. This reconfiguration may or may not include straightening the new street to create a more rectangular parcel between the new street and the combined University Boulevard and/or providing access points to Montgomery Blair High School that afford separation from higher-volume University Boulevard.
- Reconfiguring the portion of existing eastbound University Boulevard that is west of Colesville Road into a new Town Center Street that connects to the street network to the west at or near Lorain Avenue and to the east at Colesville Road. The long-term vision encourages pedestrian and bicycle connections to Rogart Road and Sutherland Road to the south. A bicycle and pedestrian connection, Town Center Street connection, or Curbless or Shared Street connection to Sutherland Road to the north may also be considered.
- Relocating vehicular site access points from the combined University Boulevard to intersecting or parallel Town Center Streets.
- Exploring additional options to improve multimodal safety and local connectivity.

Various permutations of these elements are possible and alternative configurations may be studied. Improving multimodal safety—not increasing capacity or vehicular travel speeds through Four Corners—should remain the long-term vision’s top priority. Pedestrian and bicycle facilities, including a Breezeway that connects to bicycle and pedestrian facilities along University Boulevard, and ample street buffers should remain part of the long-term vision.

Implementing the long-term vision for a safer, more regular, and more connected street network in Four Corners is not recommended as a near term measure. Key steps to advancing this long-term vision include:

- Coordinating among property owners adjacent to University Boulevard. Some elements of the long-term vision would require assembly of multiple parcels and/or agreements to transfer public and private land to reconfigure streets and form parcels that are more supportive of high-quality development. Coordination would be required among some or all of the private and institutional property owners south of Westbound University Boulevard, the State Highway Administration, and/or Montgomery County Public Schools.
- Addressing vehicular turning movements between University Boulevard and Colesville Road. The existing configuration relies on “jughandle” left turns from Colesville Road onto University Boulevard that would not be available with some of the long-term vision elements.
- Addressing neighborhood access. Existing neighborhoods adjacent to Four Corners to the southwest, northwest, and northeast have limited access to and from University Boulevard and Colesville Road. Unsignalized neighborhood access locations require challenging and potentially dangerous maneuvers like left turns across multiple lanes of oncoming traffic and crossings where people may be walking, biking, and rolling. Alternatively, driving to avoid these locations requires additional out-of-direction travel that contributes to traffic congestion on Colesville Road and University Boulevard and increases the volumes of vehicles on

neighborhood streets. Long-term vision elements should seek to maintain or improve neighborhood access while, consistent with other Plan recommendations, closing or signalizing median breaks to improve multimodal safety.

- Addressing traffic and traffic safety within adjacent neighborhoods. Although many of these streets are outside the Plan Area boundary, they should be evaluated as part of advancing long-term vision elements to ensure infrastructure provides appropriate space for people to safely walk, bike, roll, and travel by car. Potential solutions may include:
 - Designating selected streets as Neighborhood Connectors or Area Connectors and designing them to the guidance in the *Complete Streets Design Guide*. This includes elements to achieve the 20 mph and 25mph target speeds for these street types, respectively.
 - Installing new sidewalks or sidepaths and street buffers consistent with Complete Streets Design Guide Neighborhood Yield Street, Neighborhood Street, Neighborhood Connector, or Area Connector guidance, as appropriate.
 - Striping on-street parking to visually narrow the vehicle travel lanes and reduce vehicle travel speeds even when on-street parking spaces are not occupied.
 - Alternating the side of the street with on-street parking in locations with enough width for on-street parking on only one side of the street to shift traffic horizontally and reduce vehicle travel speeds.
 - Installing curb extensions at the ends of striped on-street parking bays and in locations without on-street parking to narrow vehicle travel lane widths to 10.5 feet.
 - Reducing curb radii to 10' when all intersecting streets are Neighborhood Connectors, Neighborhood Yield Streets, or Neighborhood Streets to reduce the speed of turning vehicles.
 - Installing speed humps, speed tables, or other traffic calming measures.

This Plan recommends:

12. Further study a more connected network of Town Center Streets to provide increased local connectivity for people walking, biking, rolling, taking transit and driving. The future study should also explore introducing a more regular street pattern than today's one-way couplet.

TRANSIT

The Washington Metropolitan Area Transit Authority's (WMATA) C2 and C4 Metrobus routes, which combined have the highest bus ridership in the State with more than 12,000 riders per weekday, as well as Montgomery County Ride On buses, including Routes 7, 8, and 9, run along University Boulevard (MD 193).

U.S. 29 FLASH SERVICE

The U.S. 29 Flash Orange and Blue Routes are the county's first BRT service, implemented in 2020. Both routes travel through the Four Corners area along Colesville Road, serving more than 2,200 riders per day on average and providing limited-stop service, with the Orange Route connecting Silver Spring

and Briggs Chaney and the Blue Route connecting Silver Spring and Burtonsville. Phase two of the U.S. 29 FLASH service will introduce median-running dedicated bus only lanes and place the BRT stops in the median of U.S. 29 at the intersection of University Boulevard and Colesville Road.

MD 193 BUS RAPID TRANSIT

The 2013 *Countywide Transit Corridors Functional Master Plan* recommended a bus rapid transit (BRT) route between Wheaton and Takoma-Langley Park along University Boulevard (Corridor 8). The Transit Corridors Plan identified five stops along University Boulevard within the Plan area: Amherst Avenue, Inwood Avenue, Arcola Avenue, Dennis Avenue, and US 29. This Plan confirms the BRT stations identified in the 2013 Plan.

In February 2024, the Montgomery County Department of Transportation (MCDOT) implemented a dedicated curb-running bus lane pilot project on University Boulevard between Amherst Avenue and Dennis Avenue. The 12-18 month pilot period will allow MCDOT to evaluate operations, passenger travel times, service reliability, customer experience, and motorist compliance to inform a decision about whether Dedicated Bus Lanes will remain beyond the pilot period.

RIDE ON REIMAGINED

The Montgomery County Department of Transportation (MCDOT) is currently conducting a comprehensive reassessment of Ride On routes, called Ride On Reimagined, to determine the future needs of the county's local transit. This Plan supports enhanced Ride On services, such as on-demand transit service, for residential neighborhoods in the Plan area.

This Plan recommends:

13. Provide dedicated transit lanes along Colesville Road (US 29) and University Boulevard (MD 193), as shown in Figure 8.
14. Ensure that all transit stops are ADA compliant and located near protected pedestrian crossings.
15. Improve the transit environment with new bus shelters along the corridor, especially at proposed BRT stops.
16. Support micro-transit alternatives, such as on-demand door-to-door transit, which will contribute to additional transit use.
17. In the long-term, explore whether a median BRT approach is appropriate for the University Boulevard corridor.

BICYCLE AND PEDESTRIAN NETWORKS

BICYCLE AND PEDESTRIAN PRIORITY AREAS (BIPPA)

The Bicycle and Pedestrian Priority Areas (BiPPA) funding program, established by the County Council in 2014, is one of the primary ways that the county funds pedestrian and bicycle improvements. The 2024 *Montgomery County Pedestrian Master Plan* has subsequently evolved the prioritization of three

types of BiPPAs—Downtowns and Town Centers, Major Roads, and Neighborhoods—based on the greatest need for pedestrian and bicycle improvements with emphasis on those parts of the county that are Equity Focus Areas, reflecting the county’s commitment to investing in communities that have been historically disadvantaged. BiPPAs are prioritized by tier, starting with those funded in the capital budget, followed by Tiers 1 through 6, in descending priority.

Four BiPPAs in the Plan Area have been funded in the county’s capital budget: Downtown Wheaton, Four Corners, Colesville Road: Four Corners to Burnt Mills Town Center, and Colesville Road: Downtown Silver Spring to Four Corners Town Center. Four other “Major Road” BiPPAs are prioritized within the Plan Area: University Boulevard: Downtown Wheaton to Four Corners Town Center (Tier 1), University Blvd: Four Corners Town Center to Long Branch Town Center (Tier 1), Dennis Avenue: Georgia Ave to University Boulevard (Tier 2), and Arcola Avenue: Georgia Avenue to University Boulevard (Tier 3). Other “Neighborhood” BiPPAs within the Plan area are generally categorized as Tier 5.

Typical BiPPA features include new sidewalks, sidepaths, bikeways, median refuges, curb ramps, signalized intersections, traffic calming treatments, and Americans with Disabilities Act (ADA) improvements to sidewalks, curb ramps, and crosswalks.

This Plan recommends:

18. Fund the “University Blvd: Downtown Wheaton to Four Corners Town Center” BiPPA in the County’s Capital Improvement Program.

PEDESTRIAN NETWORK

The 2024 *Pedestrian Master Plan* seeks to make “walking safer, more comfortable, more convenient, and more equitable by improving policy and programming, prioritizing infrastructure investments, and insisting on pedestrian-oriented design in all Montgomery County communities” (p.5).

Walking along most of University Boulevard is considered undesirable where existing sidewalks are adjacent to travel lanes. Approximately 93 percent of University Boulevard is considered as uncomfortable or undesirable, per the Pedestrian Level of Comfort methodology, with relatively narrow sidewalks and no buffer or bicycle facility between the sidewalk and adjacent traffic with a speed limit of 35 mph and even higher observed speeds.

The absence of street trees that could provide shade for pedestrians further challenges the corridor’s walking environment. Residential neighborhoods, adjacent to the corridor, are more walkable because sidewalks are separated from lower-speed travel lanes by landscaped buffers.

This Plan recommends:

19. Implement a complete network of comfortable walkways and bikeways, connected by safe, protected crossings.
 - Upgrade all intersections with high-visibility continental or ladder crosswalk markings for all pedestrian approaches.

- Provide protected pedestrian crossings that are consistent with the CSDG maximum spacing for protected crossings, including at existing and new intersections and at mid-block locations where needed to achieve maximum crossing spacing.
- Ensure ADA accessibility on all public pathways, including sidewalks, trails, and street crossings, in accordance with current best practices.
- Reduce crossing distances for people walking and biking and slow down turning vehicles at intersections.
- Ensure consistent street lighting along the corridor.
- Implement “No Right Turn on Red” restrictions at signalized intersections.
- Provide Leading Pedestrian Intervals (LPI) that permit pedestrians advance times to cross MD 193 at signalized intersections.
- Achieve Pedestrian Level of Comfort (PLOC) 2 or better along and across the right-of-way.

BICYCLE NETWORK

The Plan area generally lacks a direct, connected network of low-stress bicycle facilities. The Plan area has existing trails in Sligo Creek Parkway and North Four Corners Park. There are sidepaths along the Blair High School frontages of Colesville Road and University Boulevard. During the COVID-19 pandemic, June 2021 to December 2021, MDOT SHA implemented a temporary protected bikeway along University Boulevard West, between Amherst Avenue and Arcola Avenue.

The 2018 *Bicycle Master Plan* recommends a sidepath along the north side of University Boulevard as part of the proposed ‘breezeway’ network. Breezeways are proposed as a network of “bicycle arterials” linking major activity centers with high-quality bicycle facilities in which all users—including slower moving bicyclists and pedestrians—can safely and comfortably coexist while allowing faster bicyclists to travel with less delay.

This Plan recommends:

20. Implement a complete network of connected low-stress bicycle facilities.
 - a. Implement protected intersections at all intersections with existing or planned separated bike lanes, sidepaths, buffered bike lanes, or conventional bike lanes, consistent with the CSDG and the 2018 *Bicycle Master Plan*.
 - b. Implement long-term bicycle parking at destinations such as schools, trails, parks, and public open spaces; and large multifamily dwellings and employment or retail centers.
 - c. Implement a trail connection across I-495 for people walking, biking, and rolling, connecting Colesville Road to Indian Spring Terrace Local Park and Marshall Avenue, consistent with the *Bicycle Master Plan*.
21. Install new micromobility corrals in underutilized parking facilities, within available rights-of-way, and near civic gathering spaces.

COMMUNITY FACILITIES

OVERVIEW

A broad range of public facilities, including three elementary schools, two high schools and a fire station are in the Plan area (Figure 12). These facilities contribute to creating a vibrant community for existing and future residents and businesses. This Plan recommends retaining all existing public facilities and supporting efforts to co-locate new public facilities, if needed, in the future.

FIRE, RESCUE AND EMERGENCY MEDICAL SERVICES

The Montgomery County Fire and Rescue Service (MCFRS) provides fire and rescue services from Silver Spring Fire Station 16 at 111 University Boulevard East, which is in the Plan area and is adjacent to Blair Local Park and Montgomery Blair High School. The Wheaton Volunteer Rescue Squad (WVRS), which is located at the intersection of Arcola Avenue and Georgia Avenue, also provides services to the Plan area.

The Montgomery County *Fire & Rescue 2024-2030 Master Plan* does not anticipate any new facilities in the Plan area or surrounding communities in the long-term. Additional resources from other fire-rescue stations, including in Silver Spring and Kensington, respond to the Plan area as needed.

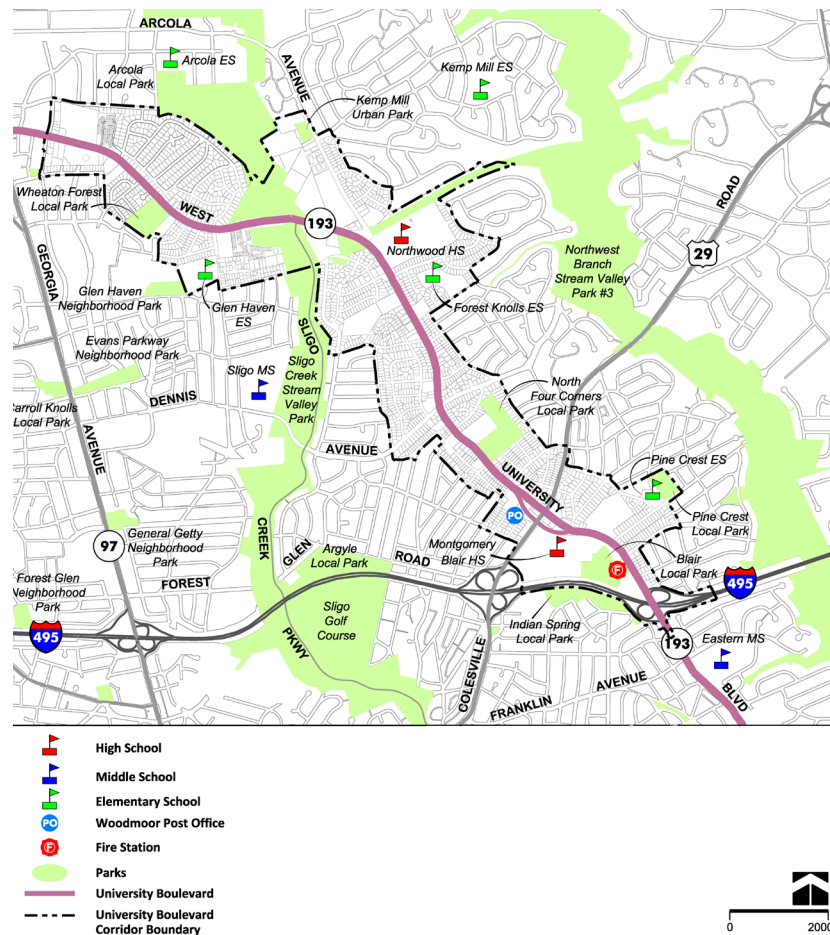


Figure 3: Existing Community Facilities within and surrounding the Plan area.

PUBLIC SAFETY

The Montgomery County Department of Police District 4 at 2300 Randolph Road in Wheaton and District 3 at 1002 Milestone Drive in Silver Spring provide public safety services to the Plan area. This Plan supports providing additional public safety resources, if needed, at publicly owned properties in the Plan area.

LIBRARIES

The Montgomery County Public Libraries (MCPL) operates library services at the Wheaton Library at 11701 Georgia Avenue in Wheaton, which is near the Plan area. Additional library services are provided at the Brigadier General Charles E. McGee Library at 900 Wayne Avenue in Silver Spring, the Kensington Park Library at 4201 Knowles Avenue in Kensington, and the White Oak Library at 11701 New Hampshire Avenue in White Oak. These libraries are sufficient for the Plan area.

RECREATION CENTER

The Wheaton Community Recreation Center in Wheaton, which is combined with the Wheaton Library, is in the vicinity of the Plan area at Georgia Avenue and Arcola Avenue. The Department of Recreation's *Facility Development Plan 2010-2030* (2011) indicates that four new community centers or aquatic centers are anticipated in the long-term, including the new Silver Spring Recreation Center and Aquatic Center that opened in February 2024. This new Recreation and Aquatic Center will provide services to the Plan area.

CHILD DAYCARE AND SENIOR SERVICES

The Plan area has existing child daycare services affiliated with religious institutions, including 4 Corners Community Nursery at Luther Rice Church and Silver Spring Day School at 4 Corners Ethiopian Evangelical Church.

There are exclusive senior residential developments in the Plan area, including Oaks at Four Corners and Arcola Towers. Autumn Lake Healthcare at Arcola, located along Arcola Avenue, provides nursing care and rehabilitation services for seniors.

This Plan recommends additional child daycare and senior services as new development occurs in the Plan area. These services should be considered as a public benefit in the Amenities for Complete Communities category for redeveloping properties in the CRT zone.

REGIONAL SERVICES CENTERS

The Montgomery County Silver Spring Regional Service Center and the Midcounty Regional Service Center service areas are included in the Plan area and provide county services to residents and businesses. The Silver Spring service area is south of Dennis Avenue, including the Four Corners area and the Midcounty service area is north of Dennis Avenue. Both regional service centers conduct similar functions, including strengthening communications between communities and county

agencies and this Plan supports these ongoing efforts. This Plan further supports additional engagement with the small business owners in the Four Corners and Kemp Mill areas.

FOOD SECURITY

The Montgomery County's *Food Council Security Plan* (2017) notes that the area northwest of Arcola Avenue and University Boulevard West, including the Warwick apartments and Arcola Towers, has a food insecurity rate between 11 to 16 percent. Food insecurity, according to the Food Council's Plan, "is understood as the state of being without consistent, reliable access to a sufficient quantity of affordable, nutritious food. Lack of access to healthy nourishing food undermines the health and wellbeing of children and families" (p.10). According to Feeding America, approximately six percent of the county's population is estimated to be food insecure and nearly 13 percent of the county's children are food insecure.

This Plan supports new local farming opportunities, including community gardens at publicly owned properties and creating a new farmers market for the Plan area. This Plan also supports efforts by the Department of Health and Human Services (DHHS) and other County agencies to implement neighborhood-level strategies to address food insecurity and other local sources for food production.

PUBLIC SCHOOLS

OVERVIEW

Public schools contribute to creating and defining a neighborhood and a larger community. There are five Montgomery County Public Schools (MCPS) in the Plan area, including Northwood High School, Montgomery Blair High School, Forest Knolls Elementary School, Pinecrest Elementary School and Glenhaven Elementary School. These schools are in the Downcounty Consortium with the Northwood High School service area north of U.S. 29, and the Blair High School service area south of U.S. 29.

A new Northwood High School is currently under construction and is projected to open in 2027. Montgomery Blair High School, located at the southwestern intersection of University Boulevard East and U.S. 29, is currently above its enrollment capacity and will remain over capacity in the future. Most middle schools within the Northwood and Blair High Schools service areas, including Silver Spring International Middle School and Sligo Middle School, are forecasted to remain within their enrollment capacities for the long-term. A majority of the elementary schools that serve both service areas are within their enrollment and program capacities.

MCPS enrollment forecasts and associated capital projects focus on a six-year time frame, rather than over several decades, and school enrollment in the Plan area will vary over the Plan's life. Redevelopment in this Plan area is anticipated to take many years, likely more than 10 to 20 years. The recommended residential development assumes that most of the future units will be either attached or mid-rise residential development, and the school forecast is projected to generate additional students at each level, particularly in the current Northwood High School service area and a smaller amount in the current Blair High School service area. There are limited opportunities in the Plan area to accommodate a typical size for any public school, especially without displacing existing parkland; therefore, existing schools are recommended as a priority for future school needs.

Prior approved plans for the Downcounty Consortium, including the 2012 *Wheaton CBD and Vicinity Sector Plan*, the 2013 *Glenmont Sector Plan*, the 2013 *Long Branch Sector Plan*, a portion of the 2018 *White Flint 2 Sector Plan*, the 2022 *Silver Spring Downtown and Adjacent Communities Plan*, and the 2024 *Takoma Park Minor Master Plan Amendment* will also add future students to the Downcounty Consortium. In addition, potential demographic changes from turnover in existing detached residential neighborhoods could also contribute to additional student enrollment in the Downcounty Consortium.

Build-out of this Plan's land use and zoning recommendations are estimated for many years, and some of the anticipated redevelopment of institutional, detached residential and commercial properties may not occur within the life of the Plan. Subsequently, school enrollment from new development will vary over the life of this Plan, and it is challenging to gauge precisely, however, the County conducts annual school reports that will continue to monitor and respond to capacity needs. This Plan assumes that less residential development at build-out, traditionally assumed at 75 percent, could occur given the long-term nature and challenges to redevelop institutional, detached residential and commercial properties in the Plan area. In addition, the Plan area has not seen any significant development for at least two decades.

HISTORIC RESOURCES

OVERVIEW

The University Boulevard Corridor has a rich history as a major transportation route in Montgomery County beginning in the eighteenth century. Historic preservation recommendations provide for the continued identification, education, designation, preservation and use of historic sites and districts to enhance the quality of life in the Plan area. These recommendations safeguard the community's cultural heritage, while honoring the past and strengthening a sense of community for its residents.

Protection of Montgomery County's historic resources is guided by the *Locational Atlas and Index of Historic Sites*, the *Master Plan for Historic Preservation*, and the *Historic Resources Preservation Ordinance* (Chapter 24A of the Montgomery County Code).

The Plan will:

- Recognize and interpret the diversity, heritage, and history of the Plan area.
- Recommend listing the Romeo and Elsie Horad House in the *Master Plan for Historic Preservation*.
- Encourage preservation and adaptive reuse of historically significant properties.
- Educate owners of historic properties on the benefits of local, state, and federal historic preservation tax credit programs.

HISTORIC RESOURCES LISTED IN THE MASTER PLAN FOR HISTORIC PRESERVATION

The County Council adopted the Master Plan for Historic Preservation in 1979. The Plan includes all officially designated historic sites and districts. These sites or districts have met at least one criterion for historical, cultural, or architectural significance, and merit protection under the Historic Resources Preservation Ordinance, Chapter 24A. The Historic Preservation Commission (HPC) is charged with the identification, designation, and regulation of historic sites or districts in Montgomery County. To ensure the rehabilitation of historic properties, the County Council adopted legislation to create a historic preservation tax credit program for properties listed in the *Master Plan for Historic Preservation*. Owners of properties are eligible to receive a 25 percent tax credit for qualified expenses related to maintenance, restoration, or preservation of exterior features.

The University Boulevard Corridor Plan features two resources listed in the *Master Plan for Historic Preservation*. This includes the WTOP Transmitter (M: 31-12) at 2021 University Boulevard designated as part of the *Wheaton Central Business District and Vicinity Sector Plan* (1990) and the Pinecrest Recreation Center (M: 32-12) at 301 St. Lawrence Drive designated as part of the *Maryland National-Capital Park and Planning Commission Park Resources* (2014). These resources have architectural and historical significance, but more importantly, provide material and tangible benefits to the community. The historic sites and districts shall continue to be preserved as they contribute to the vitality of University Boulevard.

Recommendations:

- Protect and preserve resources listed in the *Master Plan for Historic Preservation*.
- Educate property owners of historic properties about the benefits of the historic preservation tax credit program.
- Promote the adaptive reuse of historic properties while retaining their character defining features.

HISTORIC RESOURCES RECOMMENDED FOR DESIGNATION IN THE MASTER PLAN FOR HISTORIC PRESERVATION

Romeo and Elsie Horad House

The University Boulevard Corridor Plan recommends the designation of the Romeo and Elsie Horad House (M: 31-87) at 2118 University Boulevard West in the *Master Plan for Historic Preservation*. The property reflects the efforts and achievements of the Webster, Sewell, and Horad families to improve conditions for African American residents of Montgomery County. In particular, Romeo Horad, an African American lawyer and realtor, challenged racial restrictive covenants in the District of Columbia, demanded and lobbied for improved educational facilities and infrastructure for Black communities in Montgomery County, established a groundbreaking candidacy for the Montgomery County Council, and coordinated voter registration of African Americans in Maryland. All these actions occurred while the Horad family resided at the subject house that served as a social and political meeting place. The residence further serves as a reminder of the former African American community established at the turn of the twentieth century in Wheaton.

Recommendation:

- Designate the Romeo and Elsie Horad House (M: 31-87) in the *Master Plan for Historic Preservation* and encourage the adaptive reuse of the building.

RESOURCES TO BE STUDIED FOR FUTURE DESIGNATION IN THE MASTER PLAN FOR HISTORIC PRESERVATION

Jewish Synagogues, Schools, and other Institutions

Jewish residents have had a significant impact on the history and development of University Boulevard since the mid-twentieth century. Significant resources include, but are not limited to: Har Tzeon at 1840 University Boulevard West, Temple Israel (now Mount Jezreel Baptist Church) at 420 University Boulevard East, Young Israel Shomrai Emunah at 811-815 University Boulevard West and 1132 Arcola Avenue, Yeshiva of Greater Washington (Boys Division) at 1216 Arcola Avenue, and Silver Spring Jewish Center at 1401 Arcola Avenue. Presently, Montgomery County lacks a comprehensive understanding of architectural and cultural resources associated with Jewish history. Jewish synagogues, schools, institutions, and businesses in the University Boulevard Corridor Plan should be studied as part of a larger effort to evaluate this integral part of Montgomery County's history.

Recommendations:

- Complete a county-wide Historic Resource Context for architectural and cultural resources associated with Jewish residents of Montgomery County, Maryland.
- Designate significant sites associated with Jewish heritage in the University Boulevard Corridor Plan.

Nichiren Shoshu Myosenji Temple

The Nichiren Shoshu Myosenji Temple is identified in the *Asian American Historical and Cultural Context of Montgomery County* (2023). Buildings associated with Buddhism appeared in central Maryland in the late twentieth century, coinciding with the arrival of large numbers of immigrants from Southeast Asia where the religion is more prevalent. At first, followers would often meet in existing buildings, typically residences, before constructing purpose-built worship spaces. Nichiren Buddhists built the Nichiren Shoshu Myosenji Temple in Montgomery County in 1980. It is one of six Nichiren Shoshu Temples in the United States and is likely the first purpose-built temple in the county. Myosenji Temple serves the southeastern portion of the United States.

Recommendations:

- Expand the existing history and significance of the building and its importance to Montgomery County, Maryland, and the United States.
- Conduct outreach with the property owner to discuss the benefits of historic preservation.
- Evaluate the Nichiren Shoshu Myosenji Temple for listing in the *Master Plan for Historic Preservation*.

Woodmoor Shopping Center

The Woodmoor Shopping Center at Four Corners is an essential commercial hub for the community. In 1937, Moss Realty hired architect Harvey Warwick who designed the initial plans for a \$250,000 Colonial Revival-styled center, but the owners never fully built the center due to the onset of World War II. The grocery store and pharmacy opened in fall 1938 followed by a gas station at the intersection in early 1939. After World War II, the Woodmoor Shopping Center, Inc., hired Schreier, Patterson & Worland to revisit the plans. The architects designed a Moderne-inspired center but retained and incorporated the initial grocery and pharmacy building into the larger complex. The new Woodmoor Shopping Center formally opened on November 6, 1948, and featured retail stores on the first story, professional offices on the second story, and a 150-car parking lot. The owners constructed various additions over the past 75 years, but its architectural form and design remains intact.

Recommendations:

- Conduct additional outreach with the property owners and discuss preservation tax incentives for resources listed at the local, state, and federal levels.
- Evaluate the Woodmoor Shopping Center for listing in the *Master Plan for Historic Preservation*.

Burial Sites Listed in the Burial Sites Inventory

Montgomery County's Burial Sites Inventory recognizes the significance of cemetery and burial sites to the community. In 2017, the County Council passed two laws to help preserve and protect these unique and fragile resources. §33A-17 requires the Planning Board to maintain an inventory of human

burial sites in the county. §18-31 requires these sites to be preserved and protected during the preliminary plan of subdivision review and approval process. A burial site is defined in the ordinances as the “physical location where human remains were buried in the earth or entombed in mausoleum or columbarium. A burial site includes a cemetery but does not include the sprinkling of ashes from cremated remains.” The Burial Site Inventory is the list of burial sites officially adopted by the Planning Board. There is one listed burial site in the University Boulevard Corridor Plan area.

Good Shepard Episcopal Columbarium

The burial site consists of a columbarium located at Good Shepard Episcopal Church at 818 University Boulevard West. Church archival records noted the construction of the Columbarium at the St. Francis Room in 1979. There are approximately 49 niches on the wall.

Recommendation:

- Per §18-31 of the Montgomery County Code, preserve and protect burial sites during the preliminary plan of subdivision review and approval process.

Burial Sites Recommended to be Listed on the Burial Sites Inventory

Captain John and Lucy Adamson Family Burial Ground

There is an undocumented burial site approximately near the intersection of Hannes Street and Hannes Court. The family burial ground for Captain John and Lucy Adamson was first noted in the transfer of property from the estate of John Adamson to Samuel Harwood on November 19, 1779 (Figure 13). The deed stated that Harwood received:

... of every kind advantages and appurtenances to the several tracts or parcels of land belonging or in any manner of wise appertaining (the burying ground excepted where the deceased Captain John Adamson and his wife and family be lie inter[re]d within a stone enclosure) (Liber A, Folio 454-455)

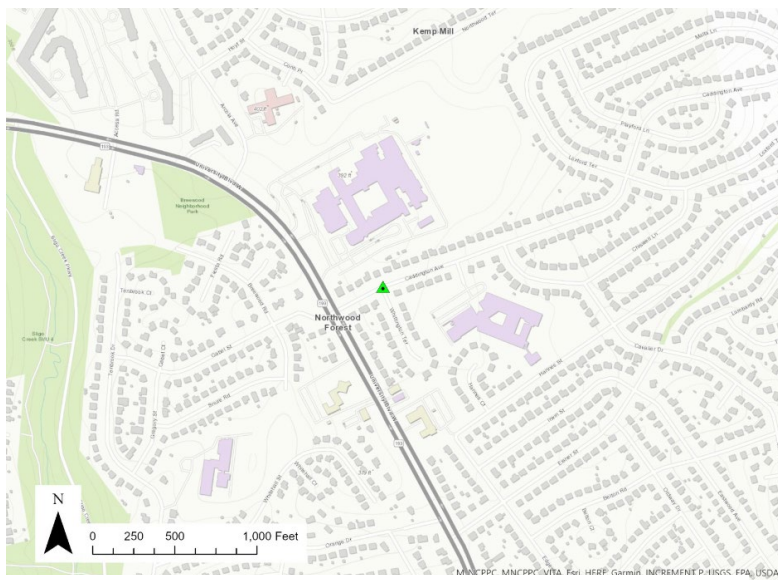


Figure 13: Approximate location of Adamson Family Burial Ground

The last known record of the cemetery in the land records from 1955 stated:

Subject also to the easement, being a reservation of ½ acre of said land for a family burial ground and convenient Right of Way to and from the same, being the same property described in a deed from James T. Eslin et al to Elizabeth Swart, dated September 13, 1911, ... (Liber CKW 2074, Foil 440-444).

The Adamson family bound convicted indentured servants—convicted felons transported to America and forced to labor for seven or fourteen years based on the severity of their crime—and enslaved African Americans. The burial location for these individuals remains unknown.

Recommendation:

- Update the Burial Sites Inventory to list the approximate site of the Captain John and Lucy Adamson Family Burial Ground.
- Per §18-31 of the County Code, preserve and protect burial sites during the preliminary plan of subdivision review and approval process.

IMPLEMENTATION

FUNDING

Implementing the recommended transportation infrastructure changes along University Boulevard will require various financing options, including funding from the Federal government, the State of Maryland and Montgomery County. Given the length of the Plan area, new infrastructure changes will likely occur in segments based on funding availability and other implementation priorities. This Plan recommends that roadway segments that service senior or multifamily residential or public institutions, such as between Dennis Avenue and Lorain Avenue and between Arcola Avenue and Inwood Avenue, should be considered as implementation priorities.

University Boulevard is under the jurisdiction of the Maryland Department of Transportation State Highway Administration (MDOT SHA). MDOT's Consolidated Transportation Program (CTP) is Maryland's six-year capital budget for transportation projects, including from the State Highway Administration (SHA). Future transportation changes along the corridor could be funded via the CTP or other MDOT programs. Several MDOT programs could fund pedestrian and bicycle enhancements in the Plan area, including SHA's Bicycle Retrofit program, MDOT/Kim Lamphier Bikeways Network Program, and the Urban Street Reconstruction program. Further, MDOT's Safe Streets and Roads for All initiative could be utilized since it seeks to advance Vision Zero principles, including minimizing transportation-related deaths and serious injuries on State managed roadways.

Securing federal funding through the Federal Transit Administration (FTA) and other relevant federal agencies could also provide additional resources to implement the BRT recommendations in this Plan.

ZONING

Montgomery County's current Zoning Ordinance became effective on October 30, 2014. It introduced new zones for commercial properties in the Plan area, including the Commercial Residential Town (CRT), Commercial Residential Neighborhood (CRN), Employment Office (EOF), and Neighborhood Retail (NR) Zones. Most of the commercial properties in the Four Corners area were rezoned to the Commercial Residential Town (CRT) Zones and the Kemp Mill Shopping Center properties were rezoned to the Neighborhood Retail (NR) Zone. All existing single-family residential zones were retained.

The 2014 Zoning Ordinance prohibits the future reuse, via the Sectional Map Amendment (SMA), of the Planned Development (PD), Residential Highrise (RH) and Residential Townhouse (RT) Zones. All the multifamily residential buildings at Arcola Avenue and MD 193 are in the RH Zone and the five residential townhouse developments in the Plan area are either in the RT-10 Zone or RT-12.5 Zone. The Westchester residential development, located adjacent to WTOP, is in the PD-9 Zone, and the Hearthstone Village Condominium, opposite to WTOP, is in the PD-18 Zone. This Plan recommends Euclidean zones for properties in the RH, RT and PD zones.

This Plan recommends the Commercial Residential Neighborhood (CRN) Zone for detached residential properties within blocks fronting University Boulevard. The CRN Zone would permit alternative residential building types, such as duplexes and other diverse housing types. Existing detached residential properties in the R-60 and R-90 zones, which are further away from University Boulevard are retained in the Plan recommendations.

PARTNERSHIPS

This Plan supports public, private and non-profit sector efforts to enhance streetscape maintenance and placemaking opportunities within the Plan area. This Plan also supports efforts by the Silver Spring Regional Services Center and Mid-County Regional Services Center to further enhance public services to residents and businesses in the Plan area.

PUBLIC BENEFITS

Currently, applicants interested in pursuing the optional method of development in Commercial Residential (CR) and Employment Zones are required to provide public benefits from different categories to support new development in the CR, CRT, EOF, and LSC Zones. The public benefits are codified in Section 4.7 of the Zoning Ordinance and detailed in the 2017 Commercial / Residential and Employment Zones Incentive Density Implementation Guidelines.

Montgomery Planning is currently engaged in a project to update the public benefits point system for the Commercial / Residential and Employment Zones, a project called the Incentive Zoning Update. Goals of the Incentive Zoning Update are to align the current public benefits point system with the county priorities identified in *Thrive*, the Climate Action Plan, and the Racial Equity and Social Justice Act, as well as further recommendations of master plans, such as the University Boulevard Corridor Plan.

The Planning Board recently transmitted draft recommendations for the [Incentive Zoning Update](#) to the County Council for review, and the County Council is scheduled to commence review later this fall. While the Council's review of the Incentive Zoning Update is forthcoming, staff recommends that the public benefits in the University Boulevard Corridor Plan align with categories and benefits recommended in the Planning Board Draft of the Incentive Zoning Update. Specifically, staff recommends that the Plan allow optional method development on CR and CRT-zoned properties to earn additional density for providing public benefits in the categories of Housing for All, Environmental Resilience, Infrastructure for Compact Growth, and Amenities for Complete Communities.

This Plan encourages the redevelopment of single-use commercial properties and religious institutional properties to utilize the optional method and to provide the following public benefits, which are priorities for this Plan area:

HOUSING FOR ALL

The Housing for All category incentivizes the delivery of affordable housing at varying levels for rent and for sale, as well as the provision of units that can house families and intergenerational households near transit. This Plan recommends the following public benefits, within the tiers recommended by the Planning Board Draft of the Incentive Zoning Update:

- Greater percentages or more affordable MPDUs than required by Chapter 25A of the County Code, or the 12.5% recommended in the Housing recommendations of this Plan.
- Family sized market rate and affordable units for rent and for sale.

ENVIRONMENTAL RESILIENCE

The Environmental Resilience category incentivizes energy efficient buildings, the use of renewable energy, and incorporation of sustainable site design principles. This Plan recommends the following public benefits, within the tiers recommended by the Planning Board Draft of the Incentive Zoning Update:

- Exceed energy efficient standards.
- Use renewables and/or generate onsite energy to work toward net zero target.
- Meet or exceed Alternative Compliance Path through LEED Certification or Montgomery County Department of Permitting Services (DPS) approved certification programs.
- Integrate green site design principles such as biophilic design, enhanced green roof, bird friendly design, pervious pavement, tree save, and adaptive reuse.

INFRASTRUCTURE FOR COMPACT GROWTH

The Infrastructure for Compact Growth category is focused on delivering facilities that enhance connectivity and create an infrastructure framework to support compact growth. This Plan recommends the following public benefits, within the tiers recommended by the Planning Board Draft of the Incentive Zoning Update:

- Provide offsite streetscape improvements along a public street.
- Construct offsite bicycle improvements recommended by this Plan.
- Dedicate land and/or financially contribute to a major public facility, such as improvements necessary for BRT on University Boulevard.
- Underground utilities along site frontage and/or offsite.
- Reduce curb cuts or contribute to an existing Capital Improvements Program (CIP).
- Contribute to furthering the Plan's recommendations to implement a connected network of streets.

AMENITIES FOR COMPLETE COMMUNITIES

The Amenities for Complete Communities category focuses on public benefits that help achieve *Thrive's* goal of creating complete communities where residents can easily walk, bike, or roll to services

and fulfill their daily needs. This Plan recommends the following public benefits, within the tiers recommended by the Planning Board Draft of the Incentive Zoning Update:

- Implement or contribute to placemaking at gateways and BRT stations, consistent with the Plan's preliminary Urban Design recommendations.
- Provide retail uses, neighborhood services or space for community meetings rooms and events.
- Improve an existing park or provide a new park or privately owned public open space with high quality features and amenities.
- Implement design excellence strategies related to building footprint, massing, architecture, parking, wellness, etc.

CAPITAL IMPROVEMENTS PROGRAM

Montgomery County's Capital Improvements Program (CIP), which the County Council approves, establishes how and when new public projects are funded and implemented. The recommended CIP represents the key transportation projects that could be financed by the county (Table 1).

The proposed University Boulevard BRT will service the Plan area and it will build upon the Pilot Bus Only Lanes on University Boulevard. The Montgomery County Department of Transportation (MCDOT) has not conducted any preliminary engineering for this corridor and no cost estimates have been determined. Given comparable BRT projects in the county, including potential land acquisitions, the estimated cost to achieve the recommended minimum right-of-way for University Boulevard could be more than \$125M.

Specific county funding could address pedestrian and bicyclist improvements for the Four Corners Bicycle and Pedestrian Priority Area (BiPPA). A BiPPA is a geographic area where bicyclist and pedestrian enhancements are implemented at transit station areas as well as along major roadways. In addition to the CIP, the county could pursue a special assessment district(s), or other innovative financing mechanisms to implement the BRT network.

Table 1: Proposed Capital Improvements Program

Project Name	Description	Category	Road #	Estimated Cost (\$M)	Lead Agency	Coordinating Agencies
Bikeways	Enhance non-automotive options	Transportation Connectivity			MCDOT	MCDOT, M-NCPPC, Developers
University Boulevard East and West (MD 193)	BRT	Transportation		\$100-\$125M	MDOT/SHA	MCDOT, SHA, M-NCPPC
Four Corners BiPPA		Transportation Connectivity		\$5M	MCDOT	M-NCPPC
Total						

Agency Acronyms:

M-NCPPC: Maryland-National Capital Park and Planning Commission

MTA: Maryland Transit Administration

MCDOT: Montgomery County Department of Transportation

MDOT SHA: Maryland Department of Transportation State Highway Administration

PUBLIC ENGAGEMENT

Since November 2022, a broad range of public engagement events have occurred to inform the public about this Plan, including the following;

- Over 16 in-Person or Virtual Meetings & Workshops
- 21+ In-Community Events
- Over 1000 doors knocked for canvassing
- Conversations in 6 languages
- 239 One-on-one conversations logged
- 6000+ Mailers & Postcards Sent
- 166 Questionnaire Responses Collected
- 21,000 + words of text analyzed

A transportation workshop was held on September 25 for the Four Corners area to discuss limited changes to the area and a potential street grid. Most of the workshop attendees supported limited transportation changes to the Four Corners area, and the preliminary recommendations contained within seeks to address the feedback received.

Three public meetings were held to present the preliminary Plan recommendations, including two in-person meetings on Tuesday October 15 and October 22. A virtual meeting is scheduled for Wednesday, October 30. The in-person meetings focused on the areas between I-495 and Dennis Avenue and between Dennis Avenue and Amherst Avenue, respectively, while the virtual meeting will cover the entire Plan area.

Meeting attendees supported and opposed the preliminary Plan recommendations, especially the land use and zoning proposal. The proposal to rezone the detached residential properties from the R-60 and R-90 Zones to the CRN Zone received the most objections from attendees. Some participants supported the recommended changes for the detached residential properties. In addition, attendees expressed significant concerns regarding cut-through traffic in neighborhoods adjacent to the Four Corners area and significant changes to the Four Corners street network. The improvement of the Four Corners area for bicyclists and pedestrians was supported by meeting participants.

In addition to these community meetings, staff also shared information about the University Boulevard Corridor Plan at in-person events in Wheaton, including the Wheaton Arts Parade and Festival and the Hispanic Heritage Festival and Health Fair, to meet residents in the community and share information about the Plan.

NEXT STEPS

Based on public comments and guidance from the Planning Board, staff will modify preliminary recommendations and prepare the Working Draft of the Plan. The Working Draft and Planning Board Public Hearing are also anticipated later this fall and winter, respectively.