

ATTACHMENT B: TESTIMONY RECEIVED

From: [Arnold Kling](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor plan
Date: Wednesday, January 22, 2025 11:58:19 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I am writing to ask you to please NOT implement the University Blvd Corridor plan. It will make driving more dangerous.

When I comply with the speed limit of 25, other drivers will be swerving around me. This is what happens to me on Georgia Avenue in Wheaton, and it is really scary.

The worst thing is making the right turn onto Arcola Avenue from University. With the new stupid bus lanes, I only have a few feet to move into the right turn lane. Many times, somebody has moved over to that lane sooner, so it is hard for me to get over. If I am only doing 25, that is going to get even harder, because the cars that will have gotten into the right lane sooner will be going much faster than me.

I do not get the point of constantly reducing the speed limits on these major streets.

Arnold Kling



Silver Spring

--

Arnold Kling

<http://arnoldkling.com>

<https://arnoldkling.substack.com/>

From: [S lastname](#)
To: [MCP-Chair](#)
Subject: Arcola avenue
Date: Wednesday, January 22, 2025 4:27:18 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hi,

Since it's obvious the planning team will force this increase in housing density along University Blvd and Arcola - regardless of what residents want - are you planning on updating the entrance and exit off and onto Arcola Avenue via University? As you know, that exit is already a major commuting corridor from Georgia to University (otherwise you wouldn't have proposed building density on Arcola and rezoning the single family homes on Arcola). It's also a huge exit onto University for the whole Kemp Mill/Grey's estate neighborhood - that's why there was so much outrage when that temporary idiotic bike lane took one of our lanes. Considering you want to increase people density (drivers) on Arcola, will you also add another lane to turn onto Arcola from University and take away that red only bus lane right before that turn onto Arcola? Will you widen the road to make an extra lane to turn left onto University from Arcola? If so, you're going to have to build two additional lanes (an extra lane going in and an extra lane going out). This will require taking land from Northwood high school and the Warwick townhouse complex. Has this been budgeted into your plan?

Soraya Grieser

From: [Tal Kerem](#)
To: [MCP-Chair](#)
Subject: Objection to Proposed Changes in the University Blvd Corridor Plan
Date: Wednesday, January 22, 2025 9:34:39 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chair of the Montgomery County Planning Board,

I am writing to express my strong concerns and objections to several proposed changes in the University Blvd Corridor Plan. While I understand the intent to enhance safety, I believe these measures will cause significant issues without achieving their desired outcomes.

Specifically, I would like to address the following proposals:

1. Reducing Speed Limits:

- Lowering the speed limit on Colesville and University Blvd to 25 mph from their original speed limits is not only excessive but impractical. Such a drastic reduction is inconsistent with the road's design and intended function. This change will likely lead to increased congestion, driver frustration, non-compliance, and could undermine the credibility of traffic enforcement.
- Reducing Arcola's speed limit to 20 mph is equally extreme and unrealistic.

2. Eliminating Right Turn Only Lanes:

- Removing these lanes, particularly at critical intersections like Arcola and University, will disrupt traffic flow and exacerbate congestion. Right turn only lanes are essential for maintaining efficiency and reducing delays at busy junctions.

3. Prohibiting Right Turns on Red:

- Implementing "No Turn on Red" restrictions at multiple intersections, including those in Four Corners, could create unnecessary delays and increased emissions from idling vehicles.

4. Removal of Channelized Right Turn Lanes:

- Eliminating channelized right turn lanes across the corridor will negatively impact traffic flow, especially during peak hours, by reducing capacity for turning vehicles and increasing delays for through traffic.

While I support efforts to improve pedestrian and cyclist safety, these proposed measures prioritize those goals to an extreme degree, undermining the practical needs of drivers and commuters. Reducing the speed limit on major corridors like University Blvd to 25 mph is especially concerning, as it disregards the road's intended design and function.

I urge the Planning Board to consider the broader implications of these changes and seek a

more balanced approach that enhances safety without compromising traffic efficiency and usability.

Thank you for considering my feedback. I hope that more practical alternatives can be explored.

Sincerely,

Tal Kerem

From: [David Choy](#)
To: [MCP-Chair](#)
Subject: I'm a Kemp Mill resident that SUPPORTS complete streets, better biking options on University, and public transportation prioritization.
Date: Thursday, January 23, 2025 12:01:59 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hi MNCPPC,

I'm a Kemp Mill resident (that lives on Kemp Mill Rd) that SUPPORTS safer streets, better biking options on University, and public transportation prioritization.

I would be thrilled to have a safer, faster, healthy way for my kids and me to bike to school in Woodmoor (Pine Crest) and at Eastern. I would love to feel safer biking, walking, and driving to visit my parents in Woodmoor. I would love if I was less worried about students crossing, and waiting for the bus, in unsafe locations - like in front of Northwood earlier.

I don't want my voice to be overshadowed by the small, but vocal car lobby in my neighborhood.

Can you tell me more about options to testify in person about the plans for University of Blvd?

<https://montgomeryplanning.org/planning/corridor-planning/university-boulevard-corridor-plan/>

Is there a session to address the issue of the University Corridor?

I don't see it at <https://montgomeryplanningboard.org/meetings/signup-to-testify/sign-testify-form/>

Living in Four Corners / Kemp Mill my entire life, I've witnessed the benefits of safer streets, slower speeds, barriers between walkways and roads — from the safety improvements on Arcola Ave, to the new bus lanes.

I drive a car every day, but would love if there were safer, faster, alternatives.

Sincerely,
David

For reference:

<https://www.newsbreak.com/moco-feed-305724672/3763835340617-montgomery-county-planning-board-sets-february-27-public-hearing-for-university-boulevard-corridor-plan-mocofeed>

<https://montgomeryplanning.org/planning/corridor-planning/university-boulevard-corridor-plan/>

From: [MCP-Chair](#)
To: [Nina Nethery](#)
Subject: RE: SECOND REQUEST Re: Questions about the UBC Plan in preparation for the next Public Hearing
Date: Wednesday, February 12, 2025 12:37:00 PM
Attachments: [image001.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Good afternoon Ms. Nethery,

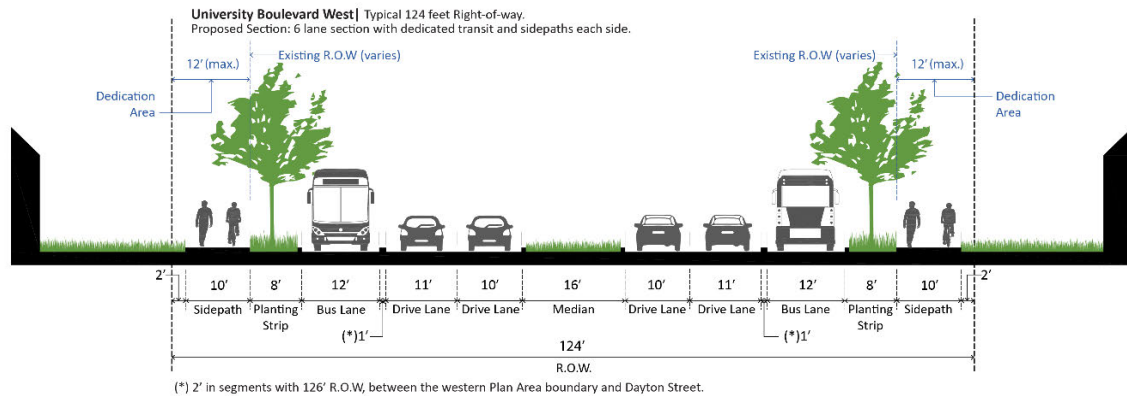
Thank you again for your email and apologizes for the delayed response. Please see below for responses to your questions in italics. As you review these responses, please feel free to contact Zubin Adrianvala or Jessica McVary with any additional questions or requests for clarification. Planning staff encourage your participation in the upcoming public hearing – through in-person, virtual, or written testimony to share your feedback directly with the Planning Board.

(1) Widening on the Northwood High School side?

My backyard is on University Boulevard, across from Northwood High School (10915 Breewood Ct.) While originally we were assured that the revisions to the Boulevard would stay within existing set-back boundaries, at a recent meeting we were told that there would be some sections where widening would encroach onto some residential properties.

For our particular stretch -- Arcola to Caddington/Gabel -- can you assure us that any widening will be accommodated on the Northwood High School side and not on the residential side? If so, do the plans for the new high school already include this stipulation? (How can I confirm this?)

While the Draft Plan does not recommend widening the roadway itself, the Plan does anticipate needing the 124-foot right-of-way identified in previously adopted master plans to accommodate landscaped street buffers, pedestrian and bicycle facilities, and maintenance buffers, as shown in the below figure (the figure is also included on page 96 of the Public Hearing Draft). The existing right-of-way varies along University Boulevard, but it is generally narrower than 124 feet. The additional right-of-way needed to accommodate the Plan's recommendations will require dedication through redevelopment or partial acquisition along property frontages, which will be determined at the time of future redevelopment or detailed engineering of capital improvements in consultation with property owners. Dedication is typically to the centerline of the street, in this case requiring an even 62 feet on either side of the street centerline.



(2) Bicycle Accessibility on the Northwood Chesapeake Bay Trail?

There is a trail known as the Northwood Chesapeake Bay Trail that crosses University Blvd. just east of Arcola. It runs along the side of the high school property and then extends down through the new Breewood Park in my neighborhood to Sligo Creek Park. [Google Search](#)

Currently, the path from University down to Sligo Creek Park is not paved or otherwise finished, and is not well-maintained. I usually have to walk my bike through there because of the tree roots, mud, brush, etc. Given that the entirety of this trail is within the UBC planning zone and you are very focused on bicycle accessibility, can you commit to finishing this trail as part of the plan?

As you may know, the Northwood Chesapeake Bay Trail (NCBT) is a natural surface trail that passes through a strip of land owned by the Maryland Department of Transportation State Highway Administration (MDOT SHA) adjacent to the north side of Northwood High School. The trail begins at the Northwest Branch Trail (natural surface) and continues across University Boulevard through Breewood Neighborhood Park extending to Sligo Creek Parkway. The trail is open to hiking and bicycling. The Northwest Branch Trail is open to hiking, biking, and horseback riding.

The Draft Plan recommends that the MDOT SHA-owned property be conveyed to M-NCPPC as soon as possible to consolidate management and maintenance of the trail by Montgomery Parks and ensure permanent protection of the property and trail route as parkland. (Please refer to page x of the Public Hearing Draft.) The Draft Plan elaborates on recommendations for the NCBT in recommendations on pages 46-48, and page 82:

- *“Explore mechanisms to transfer the right-of-way at the termini of Breewood Road and Tenbrook Drive to the M-NCPPC 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.”*
- *“Improve natural surface trail connections between the Northwood Chesapeake Bay Trail and the termini of Tenbrook Drive and Breewood Road to ensure that the trail connections are signed, marked, and mapped.”*
- *“The Northwood Chesapeake Bay Trail passes through the Sligo Creek Stream Valley Park*

and Breewood Neighborhood Park as well as unimproved portions of right-of-way for Breewood Road and Tenbrook Drive to connect Sligo Creek Trail to University Boulevard. This Plan recommends that management of the unimproved portions of the right-of-way be transferred to Montgomery Parks by the appropriate mechanism to consolidate management and maintenance of the trail by Montgomery Parks and ensure permanent protection of the property and trail route as parkland.”

While the Draft Plan acknowledges the challenges with the Northwood Chesapeake Bay Trail, it is important to note that master plans have a 10–20-year horizon and do not immediately enact change. Master plans are long-term guides for public investment and private development. Master plans set up opportunities for future change, but the real estate market and the county’s capital improvement program dictates what happens and when.

(3) Rezoning to C-0.0 means No Commercial?

I am still confused about the planned rezoning of residential properties in my neighborhood; I have asked these questions several times before but have not yet received clear answers.

- For the properties including mine that will be rezoned from R-60 to "C-0.0 R-1.0 H-50," am I correct that C-0.0 essentially means *no commercial expansion* is being authorized at this time?
- If so, then what is the reason for re-zoning to C-0.0? Is this some sort of pre-positioning for future changes?
- If commercial expansion is intended in the future, will we be officially notified that our zoning is being changed again from C-0.0 to C-x.x before that happens?

The Draft Plan recommends zoning changes on blocks that front University Boulevard from a detached residential to a commercial residential neighborhood (CRN) zone. However, the recommended zoning for many of the existing detached residential properties – including your property - will not allow commercial uses beyond those that are permitted or governed by the conditional use process in the residential zones today (home occupations, small family day cares, etc.). Recommended zoning will also include setbacks and limits for height and development intensity, to better integrate with the character and scale of the existing community.

The reason for the recommended zoning change is to allow property owners to expand their homes or choose to build more or different units on their property. But property owners are under no obligation to do so. No homeowners will be obligated to build specific housing types or convert existing houses.

If further zoning changes are recommended, property owners will receive additional notification. Please note that the Draft Plan – including the recommended zoning changes – must still be reviewed by the Planning Board and the County Council.

I would like to briefly elaborate on the next steps in the planning process. As you know, the Planning Board will be holding a public hearing on Thursday, February 27 and accept in-person and virtual testimony. (Please [sign-up](#) by noon on February 25 to testify.) You can also provide written comments to mcp-chair@mncppc-mc.org by March 13. Then, the Planning Board will hold work sessions, where they work with Planning Staff to address their own questions and concerns as well as those shared through the public hearing.

After the Planning Board work sessions, the Plan will go to the County Council, where there will be another public hearing and an opportunity to share your thoughts about the plan with council members. The Planning, Housing, Parks (PHP) Committee will then hold work sessions, before the plan is sent to the full council for any additional work sessions and a vote on its approval.

I hope that this is helpful. Please do not hesitate to contact staff (Zubin.Adrianvala@montgomeryplanning.org or Jessica.McVary@montgomeryplanning.org) with any questions or requests for clarification.

Thank you!



Catherine Coello
Administrative Assistant III

Montgomery County Planning Board, Chair's Office
2425 Reedie Dr 14th Floor, Wheaton, MD 20902

catherine.coello@mncppc-mc.org
m: 301.495.4605 | d: 301.495.4608



From: Nina Nethery <nnethery@verizon.net>
Sent: Friday, February 7, 2025 11:29 AM
To: MCP-Chair <mcp-chair@mncppc-mc.org>
Subject: SECOND REQUEST Re: Questions about the UBC Plan in preparation for the next Public Hearing

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

MCP Chair,

Please respond to my email from two weeks ago.

If you are choosing not to address my questions or if you don't have any insights to share, please at least let me know so I can figure out what I should do next. Perhaps you could suggest someone else to whom I might address these questions?

Thank you,

Nina Nethery



On Saturday, January 25, 2025 at 05:49:14 PM EST, Nina Nethery <nnethery@verizon.net> wrote:

I have received the invitation to the Public Hearing on February 27th, and I am considering whether or not to testify. If I can receive assurances in response to this email, then perhaps I won't need to. Can you advise me on the following issues? If you are not the right person to reply, please forward or otherwise let me know who to contact.

(1) Widening on the Northwood High School side?

My backyard is on University Boulevard, across from Northwood High School (10915 Breewood Ct.) While originally we were assured that the revisions to the Boulevard would stay within existing set-back boundaries, at a recent meeting we were told that there would be some sections where widening would encroach onto some residential properties.

For our particular stretch -- Arcola to Caddington/Gabel -- can you assure us that any widening will be accommodated on the Northwood High School side and not on the residential side? If so, do the plans for the new high school already include this stipulation? (How can I confirm this?)

(2) Bicycle Accessibility on the Northwood Chesapeake Bay Trail?

There is a trail known as the Northwood Chesapeake Bay Trail that crosses University Blvd. just east of Arcola. It runs along the side of the high school property and then extends down through the new Breewood Park in my neighborhood to Sligo Creek Park. [Google Search](#)

Currently, the path from University down to Sligo Creek Park is not paved or otherwise finished, and is not well-maintained. I usually have to walk my bike through there because of the tree roots, mud, brush, etc. Given that the entirety of this trail is within the UBC planning zone and you are very focused on bicycle accessibility, can you commit to finishing this trail as part of the plan?

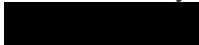
(3) Rezoning to C-0.0 means No Commercial?

I am still confused about the planned rezoning of residential properties in my neighborhood; I have asked these questions several times before but have not yet received clear answers.

- For the properties including mine that will be rezoned from R-60 to "**C-0.0 R-1.0 H-50**," am I correct that C-0.0 essentially means *no commercial expansion* is being authorized at this time?
- If so, then what is the reason for re-zoning to C-0.0? Is this some sort of pre-positioning for future changes?
- If commercial expansion is intended in the future, will we be officially notified that our zoning is being changed again from C-0.0 to C-x.x before that happens?

Thank you for all you do,

Nina Nethery



From: marcia.rosenblum@verizon.net
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plan
Date: Monday, January 27, 2025 5:53:47 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I am very concerned about and opposed to several aspects of the proposed plan. First of all is losing lanes on University Blvd. The experiment that is going on now is invalid near Arcola Avenue because Northwood HS is not there for the next 3 years. When the school returns there will be 3000 students who have to access the building and University Blvd is the only access road. That being said, the right turn currently to Arcola is confusing and dangerous because the markings show not to get into that lane until right before Arcola but most people are getting into it right after the light before, making it dangerous and difficult for those who observe the rules to safely turn. Taking away lanes when the school returns will cause total gridlock at arrival and dismissal. University Blvd was designed for travel at 40 MPH and the limit has already been lowered, causing very slow traffic. To do so further will make a main thoroughfare virtually unusable and throw more traffic onto secondary streets such as Sligo Creek Pkwy and adjacent neighborhood streets that were not designed to handle it. Perhaps more effective would be enforcing current speed limits with traffic cams and police issuing tickets to speeders on a regular basis.

Another main concern is Arcola Avenue. It has already been reduced from two lanes to one and the speed limit lowered. It is the main route from Kemp Mill to access both University Blvd and Georgia Avenue. Traffic is already crowded on Arcola, especially when the several schools along it have arrival and dismissal. The MVA moved into the Kemp Mill Shopping Center and those clients must use Arcola to access the parking lot. To lower the speed limit further would cause gridlock at all times. I have not seen the speed control cans on Arcola in a couple of years, so again try enforcement before creating barriers to people who follow the laws.

I have many questions that would need to be addressed about what is planned for the Kemp Mill Shopping Center. Adding more high density housing will cause traffic problems and increase over-enrollment in current schools as sited in the plan. How affordable will the affordable housing be for people who do not qualify for subsidized housing? Where is the money coming from for all of these grand plans, especially in light of current budget deficits? I hope many sessions will be held with the affected neighborhoods, including local Civic Associations and look forward to hearing some of these issues addressed during the upcoming public meeting.

Thank you,
Marcia Rosenblum

From: marcia.rosenblum@verizon.net
To: [MCP-Chair](#)
Subject: Re: Automatic reply: University Blvd Corridor Plan
Date: Monday, January 27, 2025 6:01:35 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

My mailing address is:

Marcia Rosenblum

[REDACTED]

Silver Spring, MD 20902

On Monday, January 27, 2025 at 05:53:51 PM EST, MCP-Chair <mcp-chair@mncppc-mc.org> wrote:

Thank you for contacting the Planning Board Chair's Office. This confirms receipt of your message for distribution to appropriate staff to review. If you have submitted an inquiry, we will respond in a timely manner. You may also leave a voice message at (301) 495-4605 and a staff member will return your call.

If you have submitted written testimony for a Planning Board item, please be sure to include your mailing address to satisfy proper noticing requirements. If this was not already included, please reply to this email with that information. Written testimony submitted before the deadline of 12pm, two business days before the scheduled Planning Board meeting, will be distributed to the Board and staff and included in the public record. Written testimony received after the deadline will only be distributed to staff to review.

For more information about the Chair's Office, please visit: <https://montgomeryplanningboard.org/>

From: [takele](#)
To: [MCP-Chair](#)
Cc: [Adrianvala, Zubin](#); [Sanders, Carrie](#); [McVary, Jessica](#); [Yearwood, Nkosi](#); [councilmember.friedson@montgomerycountymd.gov](#); [Councilmember.Albornoz@montgomerycountymd.gov](#); [Councilmember.Glass@montgomerycountymd.gov](#); [Councilmember.Jawando@montgomerycountymd.gov](#); [Councilmember.Sayles@montgomerycountymd.gov](#)
Subject: Support for Proposed Rezoning of Breewood court within the University Boulevard Corridor Plan (UBCP)
Date: Monday, January 27, 2025 11:18:59 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Montgomery County Planning Board,

I am writing to express my strong support for key elements of the University Boulevard Corridor (UBC) plan and the associated proposed revisions to the R60 zoning classification currently under review by the County Council. As a District 6 constituent and homeowner in the Sligo Woods community, I am excited about the opportunities this proposal presents for enhancing the quality of life for residents and homeowners in our area.

I believe that the UBC plan addresses critical community needs, including traffic safety, regional connectivity, environmental sustainability, housing, and economic development. These initiatives are pragmatic and essential for making our community more livable while reducing its environmental impact. The proposed zoning changes along the corridor represent a forward-thinking approach to achieving these goals.

Specifically, the plan proposes to rezone only corridor-fronting blocks, properties within a quarter mile of future Bus Rapid Transit (BRT) stations, and institutional properties to a mix of Commercial Residential Neighborhood (CRN) and Commercial Residential Town (CRT) classifications. This targeted rezoning would focus growth in transit-oriented, walkable locations, helping the county evolve toward a more efficient and sustainable future.

The changes would also allow community residents the option—not the obligation—to build additional housing types on their property, provided that enough free land is available. This flexibility can lead to more diverse housing options, greater attainability, and improved access to community-serving amenities, such as grocery stores, especially near transit stops. For owners of larger or underutilized lots, the opportunity to develop additional housing types could help alleviate the housing shortage while creating economic opportunities for property owners.

In sum, the UBC plan and the associated zoning changes offer significant benefits to residents,

homeowners, and the broader community. By encouraging thoughtful development and transit-oriented growth, these proposals will help improve the quality of life for current and future residents.

I urge you to support both the University Boulevard Corridor plan and the proposed rezoning changes. These initiatives represent a meaningful step toward addressing our county's needs for sustainable growth, attainable housing, and economic vitality.

Thank you for your leadership and your attention to these important issues.

Sincerely,

Takele B. Yazew

[REDACTED]

Silver Spring, MD 20901

[REDACTED]

From: [Pete Lublin](#)
To: [MCP-Chair](#)
Cc: [Pete Lublin](#)
Subject: University blvd project
Date: Wednesday, January 29, 2025 12:20:20 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I am totally against this plan.. It does not help the people traveling further than wheaton or four cornerswe will not be taking the bus! You already shoved other projects down our throats , even thou we give our opinons , you still do what you want to, not what the tax payers want..

Pete L.

From: [Chris Irwin](#)
To: [MCP-Chair](#)
Subject: Comments in favor of the University Boulevard Corridor Plan
Date: Wednesday, January 29, 2025 12:55:58 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To Whom It May Concern,

First, I would like to express a heartfelt thank you to the Planning Board and its employees who are working on this and other similar projects. Thank you for your vision and diligence. Thank you for taking the time to read my comments and the comments of my neighbors.

I am a resident of the Kemp Mill Neighborhood and a member of the Kemp Mill Civic Association. Having read through the University Boulevard Plan in its entirety, I am very pleased with the efforts that are being taken to improve the safety and prosperity of our community. I would love to see a safe and thriving community with improved walkability, pedestrian safety, public transportation, and inviting public spaces throughout the Corridor. The zoning changes that allow for property owners to develop mixed-use and higher density housing are completely appropriate to the needs of our community.

On my neighborhood listserv and in our civic association meetings, the loudest voices seem to be my neighbors who don't want to entertain any discussion of changing the Corridor - unless it is back to a time! They believe this plan will only bring more traffic, and fewer travel lanes, to our neighborhood- slowing down their commutes.

I implore you to reach out to my civic association and the others along the corridor and educate them on what this plan actually proposes for our community.

thank you
Sincerely,
Christopher Irwin
20902

From: [Nancy Karkowsky](#)
To: [MCP-Chair](#)
Subject: Please do not enact the proposed University Blvd Corridor Plan
Date: Thursday, January 30, 2025 10:42:37 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Please do not enact the proposed University Blvd Corridor Plan
The restrictions will make traffic less safe and less manageable because frustrated drivers will simply turn off into side streets, endangering those thoroughfares.
There are too many restrictions already.
Please restrain yourselves.
thanks.
Nancy
NF Karkowsky, Esquire
Silver Spring, Maryland 20902
(e) nkarkowsky@gmail.com
Specialized Training & Experience in Mediation, ADR, Collaborative Law, & Child Welfare

----- Forwarded message -----

From: list@jewishsilverspring.org
Date: Tue, Jan 28, 2025 at 5:31 PM
Subject: [list] Summary of University Blvd Corridor Plan-submit feedback to MCP-Chair@mncppc-mc.org
To:
The University Blvd Corridor plan calls for many changes that will have a direct impact on Kemp Mill and Silver Spring. Drivers will face more challenges commuting.
Summary of University Blvd Corridor Plan-submit feedback to MCP-Chair@mncppc-mc.org
Here is a comprehensive summary of the report's recommendations:

Bus Rapid Transit Lanes

- **Dedicated Bus Rapid Transit (BRT) lane in each direction on University Boulevard and Colesville Road (a removal of four entire travel lanes through Four Corners)**
 - *“Convert existing general purpose traffic lanes to dedicated transit lanes, in a manner consistent with other county policies.”*

Rezoning for Higher Density Housing

- Plans to rezone for high-density housing, specifically in the Kemp Mill Shopping Center and along Arcola Avenue.

Major Speed Limit Reductions *(enforced by new speed cameras)*

- **University Boulevard:** Lowered to **30 mph throughout** and **25 mph in Wheaton**
- **Colesville Road:** Lowered to **30 mph**.

- **Arcola Avenue:** Lowered to **20 mph**.
- **Dennis Avenue:** Lowered to **20 mph**.
- **Lamberton Drive:** Lowered to **20 mph**.
- **All Side Streets:** Lowered to **20 mph**.
 - *"Install additional traffic enforcement and other tools to manage speeding along the corridor."*

No Right Turns on Red

- A complete ban on right turns on red at **every signalized intersection** within the University Boulevard Corridor area.

Elimination of Merge Areas

- Removes merge zones, including the 'yield area' from Arcola Avenue on University Boulevard.
- In addition to **removing ALL merge areas**, the Plan also calls to make it even harder to get on and off University Boulevard, as explicitly stated in the plan:
 - *"Signalize, restrict, or close median breaks along University Boulevard."*

Changes to Interstate 495 Access

- The plan calls to completely reconfigure the interchanges with Interstate 495 at Colesville Road and University Boulevard.
- This would remove right-lane yield sections for drivers getting onto and off Interstate 495 and add new traffic signals (posted No Turn on Red) with hard right turns for getting onto and off the Capital Beltway.
- This is explicitly stated in the University Boulevard Corridor Plan below:
 - *"Reconstruct interchange ramps to conventional 90-degree intersections instead of merge lanes, consistent with MDOT SHA Bicycle and Pedestrian Design Guidelines." & "Signalize all turning movements to provide protected phases for pedestrian and bicyclist crossing."*

AND MUCH MORE...

- I recommend reading the 150-page [University Boulevard Corridor Plan Working Draft Plan](#).

SUBMIT YOUR COMMENTS

- Individuals wanting to testify must sign up by 24 Feb

(<https://montgomeryplanningboard.org/meetings/signup-to-testify/>).

- You can also submit written comments to MCP-Chair@mncppc-mc.org by noon on February 25.

Jonathan



Virus-free. www.avg.com

From: [Lasdun Kuperberg Family](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor plan
Date: Thursday, January 30, 2025 10:42:43 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Please do not change the Kemp Mill shopping center. The Orthodox Jewish community needs its kosher supermarket and having it within the community is not only convenient, it is economically beneficial. Forcing it to move somewhere else will be a financial burden not just on the business, but the whole community.

Additionally, there are numerous kosher restaurants in the shopping center which would also suffer huge financial setbacks if force to move. The synagogue is also next to the shopping center, making the area an important part of the whole community.

The Orthodox community is an important tax-paying, voting part of the community. We appreciate when the county takes our needs and opinions into account. Please do not change this part of our community. We need it.

From: [Lasdun Kuperberg Family](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor plan
Date: Thursday, January 30, 2025 10:42:50 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Why not use the empty lot on the corner of University and Viers Mill for high density housing? It was torn down years ago and has been unused ever since. That's the perfect place for it - close to the Wheaton shopping center and the Metro.

From: [Dawn Felsen](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plan
Date: Thursday, January 30, 2025 10:43:00 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I live in the Kemp Mill area of Silver Spring and wanted to write to you in *support* of the **University Blvd Corridor Plan**. As a retired Montgomery County Police officer I know the devastating effects of speeding on pedestrian and cyclist safety. I am in favor of any measures taken to reduce speeds on our roadways, increase infrastructure for safe cycling and pedestrian safety throughout this area.

Rezoning to allow for higher density housing would open up some opportunities for landowners to increase the amount of available housing in this area which would be great for struggling small businesses in the area.

More bus lanes should help buses to get where they need to go more easily and hopefully make mass transit more popular to ease traffic overall.

You are likely going to hear from lots of people opposed to this plan. I've already seen the debate within my own neighborhood. The underlying argument being based almost entirely on drivers wanting to drive as fast as possible to get where they need to go in the least amount of time possible. Please don't compromise vulnerable road user safety in favor of acquiescing to those who hold their driving privilege above the needs of the rest of the community.

--

Dawn Felsen



South Four Corners Citizens Association

PO Box 792

Silver Spring, MD 20918

sfcca.president@gmail.com

January 31, 2025

VIA ELECTRONIC MAIL

Montgomery County Planning Board

% Chair Artie Harris

2425 Reedie Drive

Wheaton, MD 20902

RE: Montgomery County Planning University Boulevard Corridor Plan Draft

Dear Planning Board Chair Harris and Members of the Montgomery County Planning Board:

As the elected president of the South Four Corners Citizens Association (SFCCA), representing 1,152 households in South Four Corners, I am writing on behalf of the association to provide a response to the University Boulevard Corridor Plan Draft. South Four Corners' northern boundary is University Boulevard and its eastern boundary is Colesville Road. These boundaries put our neighborhood within the scope of significant elements of the proposed University Boulevard Corridor Plan. Please find our statement adopted by our association on January 30th, 2025 inline below and attached in PDF form.

Sincerely,



Jeff Lesperance

SFCCA President

sfcca.president@gmail.com

<https://southfourcorners.org/>

CC: Zubin Adrianvala, Montgomery County Planning Department

Montgomery County Council:

Kate Stewart

Evan Glass

Will Jawando

Laurie-Anne Sayles

Gabe Albornoz

Kristin Mink

South Four Corners Citizens Association (SFCCA)
Resolution
University Boulevard Corridor Plan

The South Four Corners Citizens Association (SFCCA), representing 1,152 homes in the South Four Corners neighborhood, has concerns regarding elements included in the University Boulevard Corridor Plan (UBCP) Working Draft proposal. SFCCA concerns are:

1. **SFCCA Remains Opposed to the “Street Grid” Option of the UBCP.** On September 17, 2024, SFCCA passed a resolution opposing the “Street Grid” option of the UBCP consisting of extending Gilmore Dr and connecting Sutherland and Rogart Rds in a grid plan to University Blvd. SFCCA does not believe that it is possible to avoid extensive cut-through traffic into South Four Corners (SFC) neighborhood streets if a similar “Street Grid” option is implemented. Higher traffic will lead to reduced pedestrian and bicycle safety, more congested parking, and loss of privacy within the SFC neighborhood. The “Street Grid” option would also cause the loss of important neighborhood facilities (particularly the destruction of the Post Office and Safeway). SFCCA notes that the Working Draft 2025 published in January 2025 includes the following on page 107, to which SFCCA is strongly opposed:

“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. . . . 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. . . . While the Plan identifies a more connected network of Town Center Streets as a long-term vision, the Plan also recommends further study be advanced in the near-term. A near-term study should consider the following potential elements of the long-term vision: . . . 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. . . . Relocating vehicular site access points from the combined University Boulevard to intersecting or parallel Town Center Streets”

The Planning Department recently withdrew the “Street Grid” option from the draft UBCP, but SFCCA notes that the Working Draft refers to “a more connected network of Town Center Streets” which appears to represent a version of the Street Grid. Any effort by the Planning Board to reinsert the “Street Grid” option similar to the design presented in the emerging ideas in the UBCP will result in SFCCA’s strong objection to the UBCP for Four Corners (apart from safety and aesthetic improvements that do not involve road realignment or extensive new development).

2. **Safety.** SFCCA strongly supports improvements to the safety of pedestrians, bicyclists, and vehicles along University Blvd and on residential streets. These improvements are long overdue. SFCCA believes, however, that safety improvements should not wait for or be tied to UBCP approval. SFCCA notes that the Maryland Department of Transportation is currently pursuing a pedestrian safety improvement program for University Blvd that is not linked to the UBCP. SFCCA observes that there are many safety projects that could be done well in advance of the UBCP, and without requiring the zoning changes or road redesigns proposed in the UBCP Preliminary Recommendations. SFCCA believes that steps to improve safety on University Blvd (such as by “road diets”) should also consider safety and other impacts of diverting vehicular traffic into SFC and other residential neighborhoods. SFCCA believes such diversions of traffic without mitigation efforts will diminish safety on narrow and crowded residential streets, and is at odds with Vision Zero and walkability, bikeability, and accessibility goals. Children (obscured by parked cars) are much more likely to cross these neighborhood streets than they are to cross University Blvd. SFCCA encourages development of a comprehensive plan to mitigate safety concerns within the neighborhood, independent of any diversion of traffic into the neighborhood.
3. **Protection of Existing Residences on University Blvd.** There is a substantial risk that residents of single-family homes along University Blvd will lose frontage and driveway access to University Blvd so that new, larger buildings to be built nearby (and which require access to University Blvd) can be accommodated. The Planning Board should provide a detailed map of the length of University Blvd, including through the Four Corners area, that shows an outline of the dwellings on each property, the amount of additional Right of Way (ROW) that the UBCP would use on each property, and the driveways, fences, hedges, or other existing features on each property that would be eliminated. This information would allow residents along University Blvd to understand if their properties will lose value or utility because of closer proximity of their living spaces to cars, bicycles, and pedestrians; loss of ability to park on their properties; loss of green space; etc. SFCCA believes that the UBCP should do everything reasonably possible to minimize impacts on these residents from displacement and loss of property value.
4. **Accommodation of Parking.** SFCCA opposes the commercial and housing development proposed in the UBCP if SFC residential streets are expected to accommodate overflow parking from new, higher density development along University Blvd. The County Council's recent adoption of Zoning Text Amendment (ZTA) 23-10 does not require developers to meet previous baseline parking requirements for new mixed-use and multi-unit buildings within a quarter-mile radius of BRT stations (BRT bus stops). Residents and customers of the new multi-unit buildings along University Blvd will almost certainly have cars and trucks, and will necessarily park their vehicles on SFC and other residential streets. Whereas SFCCA acknowledges the need for new neighbors to park, current on-street parking in SFC is only adequate for existing, single residence dwellings and a few additional neighbors. A large influx of new vehicles will

overwhelm limited on-street capacity and create congested parking and driving conditions. The Planning Department should explain how excessive parking additions and incursions into SFC and other neighborhoods will be prevented.

5. **Adequacy of Infrastructure to Accommodate New Development.** The Planning Department must also demonstrate that planning and funding of infrastructure in the UBCP area (e.g., schools, storm drains, water supply, power grid) is sufficient to meet the growth in residential and commercial demand enabled by the UBCP and AHS. SFCCA will oppose the expansive development proposed in the UBCP (as well as the AHS) unless the Planning Department can demonstrate that sufficient infrastructure will be in place to accommodate the planned development or that Montgomery County's Growth and Infrastructure Policy (GIP) will be adequately funded to pay the full cost of needed additional infrastructure through development fees. It is not sufficient to simply assert that the GIP will automatically address any shortcomings that may appear in the future without knowing what these shortcomings will be and how much they will cost to fix.
6. **The Planning Department Must Provide Future Traffic Forecasts for University Blvd and Connecting Neighborhood Streets.** SFCCA will not support any traffic or development-related aspects of the UBCP unless the Planning Department undertakes and provides the results of detailed traffic modeling of the UBCP in 5-year increments for the period of 2025 through 2045. We recognize that traffic analysis was done for the initial plan drafts, but the presentation of the results did not include any of the input assumptions used by the Montgomery Planning consultant (VHB). Nor did it provide information on vehicular traffic that will be diverted from University Blvd onto SFC neighborhood streets as University Blvd is reduced in lanes and building density on the University Blvd corridor is increased. These forecasts must measure future traffic congestion on University Blvd and connecting residential streets caused by the combination of the following, and the underlying model assumptions should also be detailed:
 - a. Natural traffic growth on the University Blvd
 - b. Traffic growth caused by UBCP-related commercial and housing development
 - c. Attainable Housing Strategy (AHS)-generated traffic coming from the neighborhoods that feed into University Blvd
 - d. Reductions in lane numbers and widths on University Blvd proposed by the UBCP
 - e. Traffic congestion effects caused by potential underutilization of the proposed BRT on University Blvd. These cumulative traffic impacts, not discussed in the draft UBCP material provided by the Planning Department, could lead to severe traffic congestion on University Blvd that would overflow into SFC and other neighborhoods along University Blvd.
7. **Concerns about the "Limited Change" Option at Four Corners.** SFCCA is concerned that many cars and trucks will enter and transit SFC residential streets under

the proposed “Limited Change” option of the UBCP. Such access will occur if the parking lots and driveways of the new, large buildings to be built along University Blvd at Four Corners connect directly to neighborhood streets such as Sutherland Road, Rogart Road, and Gilmore Drive. Other neighborhoods at Four Corners would be affected by similar access. SFC will need firm assurances that cars and trucks will not be allowed to access or leave any properties along University Blvd via these residential streets. Until such assurances are obtained, SFCCA will oppose the large commercial and residential developments that were proposed on October 15, 2024, by the Planning Department under the “Limited Change” option.

8. **Concern about Accelerated Timeline and Insufficient Notice to the Affected Communities**. The Planning Department has accelerated the timeline for this project, without sufficient communication to the community. The published timeline (<https://montgomeryplanning.org/planning/corridor-planning/university-boulevard-corridor-plan/#timeline>) indicates the draft plan and a public hearing in the Spring 2025. Now, with limited notice to the community, Montgomery Planning decided to present their final draft Plan (the Working Draft) to the Planning Board on Jan 16, and will request that the public hearing on the Plan be held on Feb 27 2025. SFCCA requests that the public hearing and future consideration of the plan be postponed -- to at least the Spring, when originally published -- to allow time for communication to the public and for details related to the concerns above to be addressed. SFCCA requests that 1) there is more time for the public to digest and study the UBC Plan Working Draft; 2) Planning staff mail information and educational materials to affected property owners.

APPROVED and ADOPTED this 30th day of January, 2025
Jeff Lesperance, SFCCA President

From: [eli hes](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plan
Date: Sunday, February 2, 2025 4:30:04 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

The implementation of speed cameras along the University Boulevard Corridor, while intended to enhance road safety, has several significant drawbacks. Firstly, these cameras can be perceived as punitive rather than protective. Many residents and drivers may view them as a revenue-generating tactic rather than a genuine attempt to improve road safety. This perception can lead to a lack of trust in local authorities and resentment among the community.

Secondly, the cost of installing and maintaining these speed cameras might outweigh the benefits. The financial burden of purchasing, installing, and regularly maintaining these devices can be substantial. Additionally, the administrative costs associated with processing fines and handling disputes can further strain local resources. These funds could potentially be better allocated to other safety measures or community improvements.

Thirdly, the presence of speed cameras can lead to unintended consequences, such as increased driver anxiety and erratic driving behavior. Knowing that they are being monitored, some drivers may become overly cautious, leading to sudden braking and inconsistent speeds. This can create a more hazardous driving environment, as other drivers may not anticipate these sudden changes in speed.

Lastly, the strict enforcement of speed limits through speed cameras can disproportionately affect lower-income individuals. Fines from speed cameras can be a significant financial burden for those already struggling to make ends meet. This can lead to increased financial stress and potential legal issues for those unable to pay their fines promptly.

In conclusion, while speed cameras aim to enhance road safety, they can lead to a range of negative consequences, including community resentment, financial strain, increased driver anxiety, and disproportionate impacts on lower-income individuals. It is essential to consider these potential drawbacks and explore alternative safety measures that may be more effective and equitable.

From: [eli hes](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plan
Date: Sunday, February 2, 2025 4:31:31 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

The proposed law to ban right turns on red at every signalized intersection within the University Boulevard Corridor area brings several negative consequences that could outweigh its intended benefits. While this measure aims to enhance pedestrian safety and reduce accidents, it may result in increased traffic congestion, frustration among drivers, and environmental impacts.

Firstly, the elimination of right turns on red will likely lead to longer wait times at intersections. Right turns on red are a common practice that helps to maintain traffic flow, particularly during non-peak hours. Without the ability to make these turns, drivers will spend more time idling at traffic lights, leading to increased fuel consumption and emissions. This additional time spent waiting at intersections can also contribute to frustration among drivers, potentially exacerbating aggressive driving behaviors.

Secondly, this restriction could have a ripple effect on overall traffic patterns and congestion. The inability to turn right on red can create bottlenecks at intersections, especially during peak hours when traffic volumes are high. This can lead to longer travel times and reduced efficiency of the road network. The resulting congestion can also negatively impact local businesses, as customers may find it more difficult to access shops and services.

Furthermore, the blanket ban on right turns on red does not take into account the varying levels of traffic and pedestrian activity at different intersections. Some intersections may have minimal pedestrian traffic, making the ban on right turns on red unnecessary and counterproductive. A more targeted approach, taking into consideration the specific conditions at each intersection, would likely be more effective in balancing safety and traffic flow.

Lastly, the implementation of this law could place an additional burden on law enforcement and local resources. The need to monitor compliance and issue citations for violations will require significant time and effort from law enforcement officers. This could divert resources away from other important duties and strain local budgets.

In conclusion, while the no turn on red law aims to enhance pedestrian safety, it could lead to longer wait times, increased traffic congestion, frustration among drivers, and environmental impacts. A more nuanced and targeted approach, rather than a blanket ban, would better address the needs of both pedestrians and drivers while minimizing negative consequences.

From: [eli hes](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plan
Date: Tuesday, February 4, 2025 10:09:27 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

The proposed reduction in speed limits and the enforcement of no turn on red signs along the University Boulevard Corridor bring several drawbacks that could negatively impact the community. While these measures aim to enhance pedestrian safety and traffic management, they may result in unintended consequences that could outweigh their benefits.

Firstly, the significant reduction in speed limits on major roads such as University Boulevard, Colesville Road, and Arcola Avenue could lead to increased travel times and driver frustration. Commuters and local residents may find themselves spending more time on the road, which could result in a decrease in overall productivity and increased stress. Additionally, lower speed limits may deter drivers from using these main roads, causing traffic to spill over into smaller side streets. This could create safety hazards in residential areas as increased traffic volumes pose risks to pedestrians and cyclists.

Secondly, the strict enforcement of these reduced speed limits through new speed cameras might be perceived as punitive rather than protective. Residents and drivers may view these measures as a revenue-generating tactic rather than a genuine attempt to improve road safety. The cost of installing and maintaining these speed cameras might outweigh the benefits, especially if the community perceives them as an overreach of traffic enforcement.

Thirdly, the complete ban on right turns on red at every signalized intersection within the University Boulevard Corridor area could further exacerbate traffic congestion. Right turns on red are a common practice that helps maintain traffic flow at intersections. By eliminating this option, drivers might experience longer wait times at traffic lights, leading to increased fuel consumption and emissions. The additional time spent idling at intersections could also contribute to frustration among drivers, potentially increasing the risk of aggressive driving behaviors.

In conclusion, while the proposed speed limit reductions and no turn on red signs aim to enhance safety, they could lead to longer travel times, driver frustration, and unintended traffic spillover into residential areas. The perception of speed cameras as punitive measures and the elimination of right turns on red

may result in increased congestion and emissions, diminishing the overall effectiveness of these traffic management strategies.

From: [Tamar Schmerling](#)
To: [MCP-Chair](#)
Subject: Comments on plan
Date: Tuesday, February 4, 2025 1:26:14 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

As a kemp mill resident, I am deeply concerned about the proposed plans. This sounds like a complete nightmare. Adding high density housing while at the same time removing lanes ? I can assure you that adding bus lanes will not encourage anyone to use buses or bikes for commuting; it will only add congestion, traffic and frustration for silver spring/kemp mill residents. There is already so much increased traffic and congestion here during peak times. In my experience driving recently, the bus lanes create a more dangerous driving experience for drivers. It is having the opposite of its intended effect. University Blvd is a major street- the speed limit was already lowered, and lowering it to 30 and 25 mph in places is just painful. You have to be so conscious of your speed that it ends up being distracting. In addition to the bus lanes, the no turn on red would further increase traffic. This plan does not sound like you took local residents and drivers into consideration at all.

I urge you to reconsider !
- a very concerned Kemp Mill resident

Sent from my iPhone

WOODMOOR-PINECREST CITIZENS' ASSOCIATION
Silver Spring, Maryland 20901

January 31, 2025

Mr. Artie Harris, Chair
Montgomery County Planning Board
2425 Reddie Drive, 14th Floor
Wheaton, MD 20902

The Honorable Kate Stewart, President
Montgomery County Council
100 Maryland Avenue
Rockville, MD 20850

VIA EMAIL: MCP-Chair@mncppc-mc.org,
councilmember.stewart@montgomerycountymd.gov,
county.council@montgomerycountymd.gov

RE: University Boulevard Corridor Plan (UBC)

Dear Chair Harris, Planning Board Commissioners, County Council President Stewart and County Councilmembers:

The Woodmoor-Pinecrest Citizens' Association (WPCA), a civic association serving a community of more than 1,160 households, is located in eastern Silver Spring. The borders of our neighborhood are I-495, the Northwest Branch of the Anacostia River, Colesville Road (US 29) and University Boulevard (MD-193). Residents have worked collaboratively on planning activities for State and County projects over many years, have participated in the University Boulevard Corridor (UBC) Plan meetings, and appreciate the work of the Planning Department. This area has some of the most significant transportation and traffic congestion challenges in the State. Since our community is adjacent to 3 major highways and 11 Beltway ramps, detailed impact analysis is critical for evaluating the feasibility of extensive transportation proposals.

The UBC Plan proposes to repurpose 1-2 travel lanes in each direction along 3.5 miles on the corridor, while also acquiring property for additional right of way. In addition, given project schedules for the other 8 BRT projects, as well as the funding challenges, the proposed Bus Rapid Transit (BRT) line for University Boulevard is not likely to be completed within the time horizon

of the UBC Plan. The UBC Plan proposes to add 4,000 housing units here by upzoning 536 single family homes to the Commercial-Residential Neighborhood zone, upzoning 9 religious institutions and houses of worship to the Commercial-Residential Town zone, and upzoning all existing commercial properties. There is no staging plan and therefore, additional density would be added regardless of whether there are any infrastructure improvements implemented.

During the January 22, 2025 WPCA meeting, members voted to approve a letter requesting that the University Boulevard (UBC) Plan be paused because the proposed Plan is premature. The Association requests that the following be completed before further action on the Plan.

1. The ongoing Maryland State Highway Administration (SHA) study and design of safety improvements for the same segments of University Boulevard should be completed. SHA owns and maintains the road. Residents are participating in this study.
2. The Planning Department provides an analysis of the impact of their concept proposals on surrounding infrastructure (roads, schools, utilities, etc.) and holds additional public meetings to provide the information.
3. The County Council determines whether they are moving forward with the Planning Board's Attainable Housing (AHS) proposal, which would upzone all single family detached properties in Silver Spring. If AHS or some variation of it moves forward, the additional density throughout the University Boulevard study area should be added to the impact analysis for the UBC Plan.
4. Since, the proposed BRT for University Boulevard is not on track to be completed within the 20 year horizon of the UBC Plan, the Plan should either be paused or the proposed density should be adjusted accordingly.

We look forward to your response and to continuing to work with agencies to improve safety and mobility for all travelers on this corridor and the surrounding area. Thank you for your consideration.

Respectfully submitted,

Nicholas A. Brady, President
Woodmoor-Pinecrest Citizens' Association
Silver Spring, MD 20901

To:
Montgomery County Planning Department

CC:
The Hon. Artie Harris, Chair, Montgomery County Planning Board
Honorable Members, Montgomery County Planning Board

From:
Daniel and Quinn Frissell
[REDACTED]
Silver Spring, MD 20901

Re: Request Regarding Proposed CRN Zoning Changes in UBCP

Dear Montgomery County Planning,

My wife, Quinn, and I are writing regarding the proposed CRN zoning changes for our home on Timberwood Avenue in Silver Spring, MD, as part of the UBCP. While we are not in favor of the UBCP in its current form, as described in a letter sent by our block to Montgomery County Planning and the Montgomery County Council in November, we believe it is essential that our property remain included in the proposed CRN zoning changes unless adjustments to the plan are made to address our concerns detailed below.

Today, a few of our neighbors submitted a letter requesting that our side of the 300 block of Timberwood Avenue, which includes seven houses, be excluded from the CRN zoning changes. However, we chose not to participate in their letter, as our property would be more isolated than the other houses due to its location at the beginning of the block. Our home directly borders two lots on University Boulevard and two more on Lorain Avenue—all slated for CRN zoning. This would leave our smaller home eventually surrounded on multiple sides by much larger, higher-density buildings, without the option to develop to a comparable height, resulting in an adverse impact to our property.

We believe a better solution would be to exclude not just the seven homes on Timberwood Avenue but also the adjacent properties on Lorain Avenue (10108 and 10104) at a minimum. This approach would help ensure that our home is not disproportionately affected by any exclusion while maintaining the character of our section of Northwood Park, which features classic Tudor-inspired homes from the 1930s that are already affordable compared to other parts of the county.

If this broader exclusion, incorporating the properties on Lorain Avenue, is not feasible, we request that our property remain part of the proposed CRN zoning changes as outlined in the UBCP working draft. This would help prevent our home from being unfairly affected by zoning changes that would leave it surrounded by higher-density development.

Thank you for your time and consideration. For your convenience, we have attached a PDF version of this letter. Please feel free to contact us at [REDACTED] if you need additional information or clarification.

Best Regards,

Daniel and Quinn Frissell
[REDACTED]

From: [Richard Weinstein](#)
To: kmca-list@kempmillcivic.org; [Jewishsilverspring](#); [New Kemp Mill List](#); news@washingtonjewishweek.com; jamie.stockwell@washpost.com
Cc: [Jules Szanton](#); gchlewicki@gmail.com; [MCP-Chair](#); [Adrianvala, Zubin](#)
Subject: Concerns Regarding the University Boulevard Corridor Plan
Date: Thursday, February 6, 2025 8:42:36 PM
Attachments: [UnivBlvdCorridorPlanStaff-WorkingDraft-Final.pdf](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

My wife and I attended the Kemp Mill Civic Association's (KMCA's) meeting last night to discuss the University Boulevard Corridor Plan. We were disappointed in the low level of attendance in the meeting, and even more disappointed in how the meeting was run. As a result, our family stayed up until after 2 a.m. discussing and studying the Plan, based on its working draft. The version of the draft we used is attached. We have several concerns. The most serious of these are listed below:

1. Why is the Kemp Mill shopping center included? This appears to be a stretch away from the University Boulevard corridor. And even more, how can it possibly be included without also including the Kemp Mill community that it serves? (This is primarily the Kemp Mill Estates and Kemp Mill Farms homes), Considering the degree of Orthodox Jewish families in the community and the number of shops supporting the Orthodox Jewish community, the shopping center and the community are inseparable.
2. Was there a considerable lack of communication/support to Kemp Mill concerning the Plan? The Maryland-National Capital Park and Planning Commission (M-NCPPC) Montgomery County Planning Board (the Board) says on its Plan website it has been working on the Plan for about three years. But KMCA President Jules Szanton wrote in emails that the plan was released January 16th. The Board says it participated in 17 neighborhood association meetings, mailed over 10,000 posters and flyers, conducted interviews, and engaged with business owners and non-profit organizations. I made a few calls today to individuals in the Kemp Mill community who should have been included in these communications. They were not. I am not aware of any such communications. The KMCA asked for a 90-day extension for us to better understand and review the Plan but we were granted only 7 extra days. Considering the rezoning and other changes in the Plan that relate to Kemp Mill, were we truly not communicated with? If so, and the Plan's changes are made, I suspect there might be legal issues involved.
3. The Plan mentions zoning and other major changes to two synagogues in the area. (Young Israel Shomrai Emunah--Shomrai or YISE-- and Har Tzeon). The Proposed Land Use Map on page 26 shows Shomrai proposed as a park. (This is probably a mistake, but if so that shows a shocking lack of care.) Page 50 proposes Shomrai be rezoned as residential. Page 34 recommends Har Tzeon be rezoned as a new 90-unit independent senior residential building. See pages 19, 34, 35, 42, 43, 50, 120, and 131. I suggest we all read pages 41 through 50. Have these changes mentioned in the Plan been discussed with synagogue leadership? If so, does the leadership approve? Rezoning synagogues? How can this be?
4. Can the rezoning of the Kemp Mill Shopping Center cause the Shalom Kosher Grocery Store to close either permanently or temporarily? The Plan calls for the Shopping Center to be rezoned (see page 7) as Commercial Residential Town (CRT). Does this mean a

person or a business will be able to buy all or part of the Shopping Center to put up residences? Does this mean that residences might be built on top of Shalom? (Presumably this might cause it to close temporarily during construction.) Does the Board realize that Shalom is one of only two Kosher groceries in the entire Washington metropolitan area? Shutting Shalom or making major changes to it can have very serious negative consequences to nearly all Jews who keep Kosher throughout not just Montgomery County, but the entire area. Is the Board aware of this?

My family and I have many, many other issues with the University Boulevard Corridor Plan. These have to do with transportation and driving, housing density, property values, crime, the slowing of emergency-vehicle help, etc. But there may be positive as well as negative reasons for some of these issues that we do not fully understand, so I will not discuss them here. But with the four issues numbered above, as well as many other issues mentioned and not mentioned here, those living in Kemp Mill need to be concerned. I think we should get a Maryland attorney with zoning expertise to review the Plan. Also everyone in Kemp Mill should make every effort to attend the meetings concerning this plan. Please respond to requests for comments at these meetings and in the various communications involving the plan. I'm obviously pessimistic about this Plan, but whether you are for or against it, please be involved. Thanks.

Richard Weinstein

From: [Jonathan Katz](#)
To: [MCP-Chair](#)
Cc: Councilmember.Fani-Gonzalez@public.govdelivery.com; Marc.Elrach@public.govdelivery.com;
councilmember.stewart@montgomerycountymd.gov; councilmember.friedson@montgomerycountymd.gov
Subject: Comments on University Boulevard Corridor Plan (Working Draft)
Date: Sunday, February 9, 2025 3:11:00 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To whom it may concern:

I live in the Kemp Mill neighborhood, and am deeply upset by the University Boulevard Corridor Plan (Working Draft). The plan calls for several changes that will have a significant negative impact on Kemp Mill, and the surrounding area, yet I feel that the Kemp Mill community was not consulted at all about these proposals until recently. (Indeed, the Kemp Mill Civic Association seems to have been taken by surprise when the plan was released on January, and its request for an extension to provide feedback was only partially granted.) At a minimum, I would encourage these plans to be put on hold until you can meet with community members to hear their concerns, as well as what they would like to see.

There are so many problems with the plan that I am not sure where to start. But let me begin by discussing proposed changes in the Kemp Mill neighborhood itself, specifically to the Kemp Mill Shopping Center and Arcola Ave. The Kemp Mill neighborhood has only two outlets: via Kemp Mill Rd to Randolph Rd, and via Arcola Ave. to University Blvd on one end and Georgia Ave. on the other end, Traffic on Arcola already backs up during the morning and evening commutes. The current plan would make this traffic much worse by:

- Adding additional housing at the Kemp Mill Shopping Center and along Arcola.
- Reducing the speed limit on Arcola.
- Eliminating the merge from Arcola to University Blvd. East.
- Eliminating right turn on red from University Blvd. East onto Arcola.

Many Jewish families live in the Kemp Mill neighborhood. While I was glad to see the report mention Jewish residents of Montgomery County, I did not get the sense that the writing of the report actually spoke with any current Jewish residents in the major Jewish communities (including Kemp Mill). The Kemp Mill Shopping Center is a lifeblood of the community, providing kosher shopping and dining options for residents of the neighborhood. Any disruptions to that would be hugely harmful to the existing community.

I don't understand the reasoning for reducing speed limits on University Blvd, Arcole Ave., and Lambertson Dr. Driving in Montgomery County is already bad enough -- not due to traffic volume, but due to poorly timed traffic signals, exceedingly low speed limits, poorly placed bus stops, and a reduction in car lanes on several key routes (including University Blvd. and Georgia Ave.).

Other comments:

- The repeated focus on "walking, biking, and rolling" is completely impractical. (And I say this as someone who walks my dog on the trails in Kemp Mill every day.) I never see bikers or walkers (or rollers!) on University Blvd. Where would they be going? Most people cannot walk/bike/roll to work or even the Metro. A car is a necessity for the majority of professionals

living here.

- Have you taken into account the likely reduction in the Federal workforce (including contractors) as a result of the current Trump administration?

Thank you for your consideration,
Jonathan Katz

From: [Michael Singer](#)
To: [MCP-Chair](#)
Subject: University Boulevard proposed project
Date: Monday, February 10, 2025 9:38:43 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello,

I just want to register the sentiment that the draft plan is breathtakingly lacking in accounting for the wishes of the community most affected.

Be well. —Michael Singer

[REDACTED]

Silver Spring MD 20902

[REDACTED]

From: [O Feuer](#)
To: [MCP-Chair](#)
Subject: Concern with Moco University Blvd Plan
Date: Monday, February 10, 2025 10:41:21 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers

but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,

Oneg Feuer

Resident of Kemp Mill, MD 20902

From: [O Feuer](#)
To: [MCP-Chair](#)
Subject: Re: Automatic reply: Concern with Moco University Blvd Plan
Date: Monday, February 10, 2025 10:59:03 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

On Mon, Feb 10, 2025, 10:41 AM MCP-Chair <mcp-chair@mncppc-mc.org> wrote:

Thank you for contacting the Planning Board Chair's Office. This confirms receipt of your message for distribution to appropriate staff to review. If you have submitted an inquiry, we will respond in a timely manner. You may also leave a voice message at (301) 495-4605 and a staff member will return your call.

If you have submitted written testimony for a Planning Board item, please be sure to include your mailing address to satisfy proper noticing requirements. If this was not already included, please reply to this email with that information. Written testimony submitted before the deadline of 12pm, two business days before the scheduled Planning Board meeting, will be distributed to the Board and staff and included in the public record. Written testimony received after the deadline will only be distributed to staff to review.

For more information about the Chair's Office, please visit:
<https://montgomeryplanningboard.org/>

From: [Goldie Levy](#)
To: [MCP-Chair](#)
Subject: MOCO University Blvd Corridor Plan
Date: Monday, February 10, 2025 12:36:46 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

As a Montgomery County resident and someone who frequently uses University Boulevard and the surround streets as part of my daily commute, I'd like to express my concerns with the proposed University Boulevard Corridor Plan. In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the needs of the vast majority who drive. This is impractical and inequitable. In particular, I oppose any plan to: - Make the currently-underutilized bus lanes on University Blvd permanent, narrowing the lanes available to drivers. - Eliminate designated lanes for right-turning vehicles to turn without a signal. - Make University and Colesville two-lane roads at Four Corners, with no designated turnaround. - Set speed limits along all of University between Four Corners and Wheaton of either 25mph or 30mph. While each of these proposals has issues, the combined effect of all of them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life. I encourage the Planning Board to reconsider the plan to better account for the tens of thousands of taxpaying Montgomery County families who drive on University Boulevard as part of their commute and daily life.

Thank you,

Chaya "Goldie" Levy



Silver Spring, MD 20902

From: [Pauline Toby Munz](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan
Date: Monday, February 10, 2025 12:58:59 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good afternoon,

I am writing to express my opposition to the University Boulevard Corridor Plan. The plans for development of the Kemp Mill and surrounding area present significant safety, economic, and environmental concerns. The plan ignores the needs of diverse community members in favor of out-of-touch concepts backed by outdated and inapplicable data, and is being presented without due respect and regard for Kemp Mill community members.

The plan's approach to traffic and development presents significant safety risks to current and future residents of Kemp Mill. The plan suggests, among other things, removing the merge from Arcola Ave. to University Boulevard. This lane allows for smooth traffic flow safely onto University Boulevard. Removing this lane prohibits residents from safely entering onto University Boulevard and presents significant safety concerns for a suburban family neighborhood with young and mature drivers alike. Additionally, the removal of merge lanes and car lanes as well as restrictions on already reduced speeds along University Boulevard will create significant traffic. Additional traffic presents additional safety concerns for pedestrians, particularly around the Kemp Mill Urban Park, which lacks a fence between the park and Arcola Avenue, as well as synagogues serving Jewish residents along Arcola. Furthermore, any restriction on traffic presents a significant safety risk for emergency vehicles which are already limited in their ingress and egress from the Kemp Mill neighborhood.

The plan also completely ignores the lifestyle, economic, and practical needs of a diverse middle class community. Much of the Kemp Mill community commutes to work. Rather than making more frequent buses available along already-existing bus lanes, the plan purports to open mobility by decreasing the already slow speeds along the University Corridor, removing lanes used by families to bring children to schools and adults to work, and opening up the local shopping center to significant development. These plans will restrict mobility of our community, trap many of the federal civil servants in traffic once return-to-work orders are in place, and increase local traffic by significantly increasing the users of the would-be diminished commuting lanes. While the plan touts bike lanes as a paradigm of community accessibility, the plan indeed presents the opposite. The plan would restrict access for our community and create difficulty for working parents in balancing carpool needs with commuting needs. The reality of our community is that many cannot afford the time-sink of walking, biking, or busing their children to school then busing or biking to work. Such impractical and time-consuming methods simply do not work for the working households with multiple children living in this area. This is particularly true for the community members who send children to schools where MCPS bus service is unavailable. As a point of reference, in my nearly ten years as a community resident, I have never once seen a single biker along the University Corridor, even during biking pilot programs. The plan therefore ignores the lifestyle and economic needs of our community.

Moreover, any features of the plan that rely on traffic patterns over the past 5 years are based on inapplicable and outdated data. With federal return-to-work orders in place, and the volume of community members in federal service, traffic is expected to increase and the need for smoother and faster commutes along the University Corridor to the Beltway is paramount. Additionally, significant additional traffic is expected once Northwood High-School resumes operations and will also contribute to the need for smoother transition from Kemp Mill to University Boulevard. Restricting access to the University Corridor will exacerbate rather than solve this problem.

Furthermore, the plan presents significant environmental issues. As noted above, traffic analyses based on old data present an inappropriate basis for decision-making and do not reflect the existing environmental conditions of the area. While I appreciate the need for affordable housing, high-density development in the Kemp Mill Shopping Center will put significant additional burden on existing infrastructure and would create community resiliency issues. As the development affects the entrance to Sligo Creek trails at the Kemp Mill Shopping Center, our already precious green space would be diminished. Further, high-density development creates the need for more parking and

would likely result in more cars, exacerbating the traffic concerns noted above and creating potential additional air quality issues for residents.

I urge decision-makers to consider these comments and the needs of existing community members rather than push through a plan that fails to address the needs of existing residents and the speculative needs of would-be residents and users of the Kemp Mill area.

Thank you,
Toby Munz
Kemp Mill Resident

From: [Pauline Toby Munz](#)
To: [MCP-Chair](#)
Subject: Re: Automatic reply: University Boulevard Corridor Plan
Date: Monday, February 10, 2025 3:12:29 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

While this is not written testimony being submitted I am still providing my address at:

[REDACTED]

Silver Spring MD 20902

Thank you.
Sent from my iPhone

On Feb 10, 2025, at 12:59 PM, MCP-Chair <mcp-chair@mncppc-mc.org> wrote:

Thank you for contacting the Planning Board Chair's Office. This confirms receipt of your message for distribution to appropriate staff to review. If you have submitted an inquiry, we will respond in a timely manner. You may also leave a voice message at (301) 495-4605 and a staff member will return your call.

If you have submitted written testimony for a Planning Board item, please be sure to include your mailing address to satisfy proper noticing requirements. If this was not already included, please reply to this email with that information. Written testimony submitted before the deadline of 12pm, two business days before the scheduled Planning Board meeting, will be distributed to the Board and staff and included in the public record. Written testimony received after the deadline will only be distributed to staff to review.

For more information about the Chair's Office, please visit:
<https://montgomeryplanningboard.org/>

From: [Fox Family](#)
To: [MCP-Chair](#)
Subject: letter
Date: Tuesday, February 11, 2025 9:47:11 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers

but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,
Chana

From: [Eli Landy](#)
To: [MCP-Chair](#)
Subject: UBC plan
Date: Tuesday, February 11, 2025 9:47:59 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good afternoon,

I don't understand why your committee insists on pushing through this unpopular plan that the community has previously rejected. During the previous go-around, you received feedback from the Kemp Mill community that overwhelmingly opposed the plan to eliminate one lane of traffic in each direction on University Blvd. between Arcola Avenue and Amherst. Yet your committee ignored the voice of the people and decided to ram this illogical plan down our throats. Moreover, the plan to build low-income housing in the Kemp Mill shopping center is another slap at this community, which will not only lower property values but will also create a palpable security risk for worshippers attending the Young Israel Shomrai Emunah synagogue for daily prayer services.

The shopping center also serves as a convenient source of kosher food, and demolishing it would deprive the community of this food.Z

Sent from my iPhone

From: [Aliza Blumenfeld](#)
To: [MCP-Chair](#)
Subject: My Opposition to the University Blvd Corridor Plan
Date: Tuesday, February 11, 2025 9:48:05 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello,

I am writing to express my opposition to the University Boulevard Corridor Plan. The plans for development of the Kemp Mill and surrounding area present significant safety, economic, and environmental concerns. The plan ignores the needs of diverse community members in favor of out-of-touch concepts back by outdated and inapplicable data, and is being presented without due respect and regard for Kemp Mill community members.

The plans approach to traffic and development presents significant safety risks to current and future residents of Kemp Mill. The plan suggests, among other things, removing the the merge from Arcola Ave. to University Boulevard. This lane allows for smooth traffic flow safely onto University Boulevard. Removing this lane prohibits residents from safely entering onto University Boulevard and presents significant safety concerns for a suburban family neighborhood with young and mature drivers alike. Additionally, the removal of merge lanes and car lanes as well as restrictions on already reduced speeds along University Boulevard will create significant traffic. Additional traffic presents additional safety concerns for pedestrians, particularly around the Kemp Mill Urban Park, which lacks a fence between the park and Arcola Avenue, as well as synagogues serving Jewish residents along Arcola. Furthermore, any restriction on traffic presents a significant safety risk for emergency vehicles which are already limited in their ingress and egress from the Kemp Mill neighborhood.

The plan also completely ignores the lifestyle, economic, and practical needs of a diverse middle class community. Much of the Kemp Mill community commutes to work. Rather than making more frequent buses available along already-existing bus lanes, the plan purports to open mobility by decreasing the already slow speeds along the University Corridor, removing lanes used by families to bring children to schools and adults to work, and opening up the local shopping center to significant development. These plans will restrict mobility of our community, trap many of the federal civil servants in traffic once return-to-work orders are in place, and increase local traffic by significantly increasing the users of the would-be diminished commuting lanes. While the plan touts bike lanes as a paradigm of community accessibility, the plan indeed presents the opposite. The plan would restrict access for our community and create difficulty for working parents in balancing carpool needs with commuting needs. The reality of our community is that many cannot afford to walk, bike or bus their children to school then bus or bike to work. Such impractical and time consuming methods simply do not work for working households with multiple children. In fact, I have never once seen a single biker along the University Corridor, even during biking pilot programs. The plan therefore ignores the lifestyle and economic needs of our community.

Moreover, any features of the plan that rely on traffic patterns over the past 5 years are based on inapplicable and outdated data. With federal return-to-work orders in place, and the volume of community members in federal service, traffic is expected to increase and the need for

smoother and faster commutes along the University Corridor to the Beltway is paramount. Additionally, significant additional traffic is expected once Northwood High-School resumes operations and will also contribute to the need for smoother transition from Kemp Mill to University Boulevard. Restricting access to the University Corridor will exacerbate rather than solve this problem.

Furthermore, than plan presents significant environmental issues. As noted above traffic analyses based on old data present an inappropriate basis for decision-making and do not reflect the existing environmental conditions of the area. While I appreciate the need for affordable housing, high-density development in the Kemp Mill Shopping Center will put significant additional burden on existing infrastructure and would create community resiliency issues. The development affects the entrance to Sligo Creek trails at the Kemp Mill Shopping Center, our already precious green space would be diminished. Further, high-density development creates the need for more parking and would likely result in more cars, not only exacerbating the traffic concerns noted above but also would create potential additional air quality issues for residents.

I urge decision-makers to consider these comments and the needs of existing community members rather than push through a plan that fails to address the needs of existing resident and the speculative needs of would-be residents and users of the Kemp Mill area.

Thank you for listening to my concerns. I look forward to hearing what you have to say.

Thank you so much.

Sincerely,

Aliza Blumenfeld

From: [Bracha Orlansky](#)
To: [MCP-Chair](#)
Subject: University Blvd plan
Date: Tuesday, February 11, 2025 9:48:09 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

As a Montgomery County resident and someone who frequently uses University Boulevard and the surround streets as part of my daily commute, I'd like to express my concerns with the proposed University Boulevard Corridor Plan.

In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the needs of the vast majority who drive. This is impractical and inequitable.


In particular, I oppose any plan to:

- Make the currently-underutilized bus lanes on University Blvd permanent, narrowing the lanes available to drivers.
- Eliminate designated lanes for right-turning vehicles to turn without a signal.
- Make University and Colesville two-lane roads at Four Corners, with no designated turnaround.
- Set speed limits along all of University between Four Corners and Wheaton of either 25mph or 30mph.

While each of these proposals has issues, the combined effect of all of them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life.

I encourage the Planning Board to reconsider the plan to better account for the tens of thousands of taxpaying Montgomery County families who drive on University Boulevard as part of their commute and daily life.

Thank you,

Bracha Orlansky

Silver Spring, MD 20902

From: [esther broth](#)
To: [MCP-Chair](#)
Subject: NO to corridor plan
Date: Tuesday, February 11, 2025 9:48:14 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Council,

I am writing to express my opposition to the University Boulevard Corridor Plan. The plans for development of the Kemp Mill and surrounding area present significant safety, economic, and environmental concerns. The plan ignores the needs of diverse community members in favor of out-of-touch concepts back by outdated and inapplicable data, and is being presented without due respect and regard for Kemp Mill community members.

The plans approach to traffic and development presents significant safety risks to current and future residents of Kemp Mill. The plan suggests, among other things, removing the the merge from Arcola Ave. to University Boulevard. This lane allows for smooth traffic flow safely onto University Boulevard. Removing this lane prohibits residents from safely entering onto University Boulevard and presents significant safety concerns for a suburban family neighborhood with young and mature drivers alike. Additionally, the removal of merge lanes and car lanes as well as restrictions on already reduced speeds along University Boulevard will create significant traffic. Additional traffic presents additional safety concerns for pedestrians, particularly around the Kemp Mill Urban Park, which lacks a fence between the park and Arcola Avenue, as well as synagogues serving Jewish residents along Arcola. Furthermore, any restriction on traffic presents a significant safety risk for emergency vehicles which are already limited in their ingress and egress from the Kemp Mill neighborhood.

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Moreover, any features of the plan that rely on traffic patterns over the past 5 years are based on inapplicable and outdated data. With federal return-to-work orders in place, and the volume of community members in federal service, traffic is expected to increase and the need for

smoother and faster commutes along the University Corridor to the Beltway is paramount. Additionally, significant additional traffic is expected once Northwood High-School resumes operations and will also contribute to the need for smoother transition from Kemp Mill to University Boulevard. Restricting access to the University Corridor will exacerbate rather than solve this problem.

Furthermore, than plan presents significant environmental issues. As noted above traffic analyses based on old data present an inappropriate basis for decision-making and do not reflect the existing environmental conditions of the area. While I appreciate the need for affordable housing, high-density development in the Kemp Mill Shopping Center will put significant additional burden on existing infrastructure and would create community resiliency issues. The development affects the entrance to Sligo Creek trails at the Kemp Mill Shopping Center, our already precious green space would be diminished. Further, high-density development creates the need for more parking and would likely result in more cars, not only exacerbating the traffic concerns noted above but also would create potential additional air quality issues for residents.

I urge decision-makers to consider these comments and the needs of existing community members rather than push through a plan that fails to address the needs of existing resident and the speculative needs of would-be residents and users of the Kemp Mill area.

Cheryl Broth
20902

From: [Jeremy Teichman](#)
To: [MCP-Chair](#)
Subject: University boulevard plan comments
Date: Tuesday, February 11, 2025 9:48:37 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Commission:

I would like to share some thoughts with you on the University Boulevard Plan.

I am a resident of Kemp Mill and a 4-season bike commuter through the plan area, so I am impacted daily by bicycling safety in the corridor. I ride from Kemp Mill to and from Wheaton Metro in nearly all weather and during daylight and nighttime hours. I believe that bicycling safety, comfort, and appeal would be best served not by improving bicycle transit on major corridors like University Boulevard but by facilitating travel along neighborhood streets, trails, and connectors. Off-street trails, like Sligo, are the most safe, pleasant, and efficient option during daylight hours, but commuting outside of daylight hours is unavoidable for much of the year. For nighttime hours and for places without trail options, I find that most of our neighborhood streets are uncrowded and well-suited for cycling. One of the most beneficial changes suggested in the plan is the establishment of an effective bicycle-friendly connector between Reddie Dr. and University Blvd. This would allow Reddie to serve as that neighborhood street connector, avoiding the need to directly improve bicycle facilities on University itself for those blocks. Path connectors, like that one and the ones on Blue ridge nicely allow foot and bike traffic to efficiently employ these parallel routes without turning them into highly trafficked automobile cut-throughs. I also want to highlight the on-demand crossing signal at Harbor Tzion where the Reddie connector would exit. Protected crossings like these allow unimpeded vehicle traffic on University except for the rare occasions that people need to cross. If, as hoped, bike and pedestrian traffic increase sufficiently, such crossings could be easily and cheaply upgraded from on demand to scheduled operations.

Even as a cyclist, I oppose the reduction in speed limits on local and through streets. The vast majority of our neighborhoods depend on private car transportation. Other than in a dense urban environment, this is unavoidable. Our street networks need to be efficient transportation links around the country and beyond. Slowing speed limits and reducing throughput directly reduce the efficiency of our county, adding to commuting durations and, effectively, making all the destinations in our area further apart from a transit time perspective. This diminishes quality of life, placing a time and frustration tax on residents, reduces the appeal of the area, and discourages commerce. I am lucky to be able to commute as I do, without a car, but I am a rare exception in that regard. I am also very concerned that reducing flow on major roads connecting parts of our area will drive traffic onto side roads. Congestion on Arcola Ave and Kemp Mill Rd is already significant from through-traffic bypassing congested arteries. Driving traffic onto more minor roadways will have the opposite of the intended effect on safety for pedestrians and cyclists. Reducing speed limits on side roads in order to discourage this only preemptively imposes similar inefficiency on their intended users.

I support mass transit. It provides convenience and efficiency, reducing environmental impact, monetary costs, and congestion. I do not believe that our area would see a significant

abandonment of car ownership if public transit were better, but I do believe we could reduce the number of car trips, principally by offering better options on regular commuting routes. This could be experimentally explored by temporarily and dramatically increasing frequency of buses on selected routes. I believe wait times and wait-time uncertainty are large factors in non-adoption of busing. As a side point, even if people move in with the intention of commuting by public transit, today many people switch jobs every few years. We want to encourage community, which is fostered by long term residency and it's associated feeling of commitment and investment in a neighborhood. Jobs in the county and nearby, other than in downtown Washington, are not sufficiently concentrated that one could depend on continued transit-convenient job opportunities.

I agree that the area could use more gradations of housing options, including row houses, multi-family homes, and small apartment houses. These would give more opportunities for young families and people starting out to move in, and it would give better options to empty nesters to downsize without leaving the neighborhood. This would lead to more efficient use of housing stock while maintaining the enduring neighborhood connections that create community. The added housing stock would also allow people at different income levels to join the neighborhoods and communities they want. But added density also comes with added traffic, so road throughput becomes a critical factor again. I support the added density as long as there transportation and other services can keep pace.

Finally, with regard to Kemp Mill Shopping center, any redevelopment temporarily shutting down the resources there would be a devastating blow to the community, from seniors and other residents in the apartment buildings who walk there for commerce to neighborhood kids without cars for whom it is the only walkable commerce destination to the Jewish community that relies on local kosher shopping and dining.

In my opinion, creation of a vital and thriving business and commerce district in downtown Wheaton with additional dense housing stock and efficient public transit access to it along University boulevard would be a sensible first step toward many of the goals expressed in the University boulevard corridor proposal. For the initial levels of increased for it bike traffic, wider sidewalks, even without a buffer, would suffice until such traffic levels justified stronger measures.

Thank you for your interest,
Jeremy Teichman

From: [Leah Grossman](#)
To: [MCP-Chair](#)
Subject: I am concerned
Date: Tuesday, February 11, 2025 9:56:02 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets.

I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable. I strongly oppose elements of the plan that would: Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers. Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion. Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck. Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities.

Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency. While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively. Thank you for your time and consideration.

Sincerely,

Leah Grossman

From: [Chana Wiggins](#)
To: [MCP-Chair](#)
Subject: University boulevard
Date: Tuesday, February 11, 2025 9:56:59 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable. I strongly oppose elements of the plan that would: Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers. Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion. Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck. Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays. Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays. Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency. While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity. I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively. Thank you for your time and consideration.

Sincerely,
Steven and Hannah Wiggins

From: [Naomi Shaps](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plan
Date: Tuesday, February 11, 2025 10:03:09 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers

but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,
Naomi Shaps

From: [Michal Segelman](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan
Date: Tuesday, February 11, 2025 10:05:02 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers

but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,

Michal Segelman
Kemp Mill Resident

From: [Bethany Mandel](#)
To: [MCP-Chair](#)
Subject: Kemp Mill resident
Date: Tuesday, February 11, 2025 10:23:02 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

As a Montgomery County resident and someone who frequently uses University Boulevard and the surround streets as part of my daily commute, I'd like to express my concerns with the proposed University Boulevard Corridor Plan.

In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the needs of the vast majority who drive. This is impractical and inequitable.

In particular, I oppose any plan to:

- Make the currently-underutilized bus lanes on University Blvd permanent, narrowing the lanes available to drivers.
- Eliminate designated lanes for right-turning vehicles to turn without a signal.
- Make University and Colesville two-lane roads at Four Corners, with no designated turnaround.
- Set speed limits along all of University between Four Corners and Wheaton of either 25mph or 30mph.

While each of these proposals has issues, the combined effect of all of them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life.

I encourage the Planning Board to reconsider the plan to better account for the tens of thousands of taxpaying Montgomery County families who drive on University Boulevard as part of their commute and daily life.

Thank you,

Bethany Mandel
[REDACTED] Silver Spring, MD 20902

--

Bethany S. Mandel

[REDACTED]

From: [Sarah Alya](#)
To: [MCP-Chair](#)
Date: Tuesday, February 11, 2025 10:23:17 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.


While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers but also have environmental and economic consequences, as idling cars contribute more

pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,
Sarah Arzouan

 silver spring, MD 20902

From: [Chelsea Fantl](#)
To: [MCP-Chair](#)
Subject: Concerns regarding University blvd.
Date: Tuesday, February 11, 2025 10:28:59 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,
Chelsea Fantl



NextHome Envision



“A Realtor that represents YOUR needs”

From: [Paul Werner](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plans
Date: Tuesday, February 11, 2025 10:52:17 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets, both for my daily commute to work and for carpool driving for my kids. I have deep concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

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While each of these proposals is problematic on its own, their combined effect will be severe

traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,
Paul Werner

From: [La Zooz](#)
To: [MCP-Chair](#); marc.elrich@montgomerycountymd.gov; councilmember.albornoz@montgomerycountymd.gov; councilmember.jawando@montgomerycountymd.gov; councilmember.sayles@montgomerycountymd.gov; councilmember.friedson@montgomerycountymd.gov; councilmember.balcombe@montgomerycountymd.gov; councilmember.katz@montgomerycountymd.gov; councilmember.stewart@montgomerycountymd.gov; councilmember.mink@montgomerycountymd.gov; councilmember.fani-gonzalez@montgomerycountymd.gov; councilmember.luedtke@montgomerycountymd.gov
Subject: Important Feedback Regarding Plans for University Blvd Corridor
Date: Tuesday, February 11, 2025 11:18:27 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members and Council Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

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Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,

Michelle Penn
Kemp Mill resident since 2013

--

La Zooz Dance



lazoozdance@gmail.com

From: [Mike Gabai](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor Master Plan for Kemp Mill
Date: Tuesday, February 11, 2025 3:13:42 PM

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The available information in the Master Plan documents do not address the additional required infrastructure to support the Kemp Mill community. For example:

1) Additional families residing in the new apartments or townhomes will have additional children at the different public and private schools in the neighborhood (e.g., Kemp Mill Elementary, Shannon Middle School, [new] Northwood High School, Yeshiva High School).

Does the Master Plan include additional schools to be built or existing schools to be expanded? If so, where? Will they be bussing the children to other schools nearby?

2) Traffic modifications (e.g., Univ Blvd connector through Towers and Kemp Mill Plaza) will mean additional traffic on Arcola Ave and through the neighborhood streets.

Does the Master Plan include widening Arcola Avenue? If so, how? Will property owners along Arcola Avenue be forced to sell?

3) Modifications to Kemp Mill Plaza stores will require the store owners to close temporarily while the modifications take place.

Shalom's Kosher Market is one of the few kosher markets serving the entire DC metro area, including Northern VA and Richmond VA. How will this demographic be served?

4) The concept of living and working in the same vicinity or commuting by mass transit is nice in theory, but in many cases infeasible. During my decades-long career living here, I worked in Northern VA (Tysons Corner, Reston, and Baileys Crossroads), DC, and Maryland (Columbia, Laurel, Greenbelt, and Landover). Rarely was mass transit available for these commutes. In the few cases where bus or train connectivity existed, it took twice as long door-to-door (close to 2 1/2 hours each way) than driving.

5) A dedicated bus-only lane on University Blvd was a pilot project tried a few years ago. It led to increased congestion and traffic jams during rush-hour, especially when the right turn only lane from Arcola Ave to University Blvd was closed. Forcing the three lanes of traffic into two made the commute slow and painful, especially this changes to the traffic light patterns remain unchanged. The new Master Plan proposes widening University Blvd to accommodate pedestrian traffic better. Will that force the home owners and businesses to sell? The car lanes will be reduced from 12 feet to 11 (middle lane) and 10 (inner lane). Are those widths safe enough to avoid close-call accidents, especially during inclement weather?

Respectfully,

Michael Gabai (a home owner since July 1987)



Silver Spring, MD 20902

From: [Noam Kovacs](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan
Date: Tuesday, February 11, 2025 5:57:41 PM
Attachments: [UPDATED- University Boulevard Pedestrian Cyclist Safety, Traffic Congestion, and Community Voices.pdf](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hi,

I hope this email finds you well.

Following up on my recent meeting with the County, I've attached a 10-page PDF report detailing my outreach, data, and thoughts regarding pedestrian/cyclist safety, traffic congestion, and community voices for the University Boulevard Corridor Plan. This document serves as a comprehensive record of my research and the data presented.

I would appreciate a formal review of my written work, followed by a written response.

Thank you for your time and consideration,
Noam Kovacs

Response to the 2025 University Boulevard Corridor Working Draft Plan:

- I wholeheartedly **advocate for and support** initiatives aimed at **enhancing pedestrian/cyclist safety**, such as improved crosswalks, sidewalks, and dedicated shared-use paths.
 - However, it is crucial to find solutions that balance these safety improvements with the needs of drivers and the surrounding community.
- Adding bus lanes will not reduce the number of **CARS** needing to travel, as evidenced by the **CURRENT** University Boulevard Bus Lane Pilot Program.
 - All it has resulted in is making it more difficult to live here.
- While the concept of shared-use paths along University Boulevard **sounds nice in theory**, it is **essential to acknowledge the concerns of the surrounding community**.
- The 2025 approved [University Boulevard Corridor Working Draft Plan](#) has generated **many concerns among residents**.
 - The Plan calls to **reduce speed limits** on major roads like University Boulevard to a crawl at 30 MPH and 25 MPH, even further to 20 MPH **on other critical roads** like Arcola Avenue and Dennis Avenue.
 - It also calls to quote **'install additional traffic enforcement** and other tools to manage speeding along the corridor.' However, with the **speed limit set so low**, and planned further reductions, drivers will now have to comply with absurdly reduced speeds or be ticketed for traveling at normal and safe speeds. In other words, **driving at a completely safe speed on a road will now be illegal**.
 - This will result in significant **TIME AND FINANCIAL costs** to drivers with **NO added benefit**.
 - The plan also calls for a blanket **ban on 'right turns on red'** at **every signalized intersection**, significantly increasing delays and frustration for drivers.
 - Additionally, a **drastic removal of two entire driving lanes** is proposed for major roads like **University Boulevard and Colesville Road**, effectively **creating gridlock**.
- Furthermore, the Plan calls for the **elimination of all merge areas**, including those from Arcola Avenue onto University Boulevard and even as far as the right-lane yield merges **onto and off of the Capital Beltway**.
 - This will **severely impact the flow of traffic and travel times**.
 - Drivers will **no longer be able to smoothly merge**; instead, they will be forced to wait at 'newly installed traffic signals' to be able to turn.
 - Moreover, the additional presence of 'no turn on red' signs at every signalized intersection will **further exacerbate delays**, forcing **drivers to endure extended waits** for the green light in order to legally turn.
- It is of **utmost importance** to explore alternative solutions that **prioritize pedestrian safety without significantly disrupting and negatively affecting the flow of traffic**.

Response to the Current University Boulevard Bus Lane Pilot Program-

- In 2021, the **SHA implemented the [Shared Streets Pilot project](#)**, bike-only lanes, on University Boulevard.
 - After the project concluded, **the SHA stated that the pilot program was a complete success**. But, due to community feedback, the bike lanes would not become permanent.
 - However, the SHA **never stated** what specifically was the **‘feedback’ surveyed from the community**.
 - In reality, **the project was a disaster**, and **traffic** on Arcola Avenue was **backed up all the way** toward the Kemp Mill Shopping Center.
 - Additionally, there was **nowhere near enough bicycle ridership** to justify removing two driving lanes.
- After the bike lane pilot project on University Boulevard in 2021, we thought it would be over. That was most definitely not the case, **it was just the beginning**.
 - In **November of 2023**, I was shocked when I saw the **red paint trucks** come out of nowhere on University Boulevard.
 - Shortly after, in [February of 2024](#), the covered signs on University Boulevard were unveiled. We finally learned that **now, no matter what time of day, we are prohibited from using the right lane of the road** unless making a right turn.
 - I conducted some research to understand what was going on. Come to find out that the County had been deliberately planning these new bike/bus lanes.
 - My community (Kemp Mill) and **many others were upset as our voices and objections** to the 2021 bike lane pilot project **clearly were not heard**.
- In addition, [earlier in 2023](#), **bike lanes** were added to **Old Georgetown Road** (MD-187), taking away two driving lanes and two merging lanes.
 - I drive on Old Georgetown Road whenever I go to Potomac.
 - It is constantly congested, and getting onto and off of I-270 for a car is a huge inconvenience as **there is no longer a right lane for merging**.
 - [An SHA spokesperson stated](#), *“Travel times along the entire corridor increased by about 60 seconds since implementation of the bike lanes.”*
 - However, the **traffic on Old Georgetown Road has gotten incredibly bad**.
 - Anecdotally, **I have never once seen a cyclist on Old Georgetown Road**. The **car lanes** are always **backed up** with cars, while the **bike lanes remain empty**.
 - Even if there were to be cyclists on the road, the **bike lanes are extremely dangerous**. The SHA placed bike lanes alongside the entrance and exit ramps of the highway, I-270. **How is this considered safe?**
- **On a daily basis, Montgomery County is making it less and less safe and convenient to drive on its roads.**

- **In December of 2023**, the County put up **no turn on red signs in every direction at Four Corners**.
 - This includes 'no turn on red' at dedicated right turn lanes to get on/off the Capital Beltway.
 - So what happens→ Now that you can no longer make a right turn on red, **the backup on University Boulevard goes all the way up to Lorain Avenue**.
 - Once you are finally able to make a right turn onto Colesville from University Boulevard, you are immediately met with a red light on Colesville. This is because Lanark Way has a green light in alignment with University Boulevard.
 - **This easily adds 60-90 seconds to a person's commute just in the area of Four Corners.**
 - The installation of 'no turn on red' signs at intersections with full visibility seems **unnecessary and counterproductive**. Traffic laws already mandate a complete stop and yield to pedestrians before turning right.
 - If pedestrian safety is a concern at a particular intersection, a better approach would be to **enforce existing laws**, ensuring drivers fully comply with the existing 'stop and yield' laws.
 - Implementing blanket 'no turn on red' restrictions at intersections with clear visibility, unnecessarily impedes the flow of traffic and inconveniences motorists without **addressing** the root cause of **pedestrian safety concerns**.
 - **This has become a huge inconvenience to drivers at Four Corners. Now drivers cannot even make a right turn on red onto Colesville during hours with no/little pedestrian activity.**
- The implementation of the current bus/bike lane pilot program has not only made it inconvenient to access the Capital Beltway but has also **exacerbated** the already **severe traffic congestion on University Boulevard**.
 - **We are prohibited from using two whole lanes of our street at all times.**
 - You will see **a bus driving in the dedicated lanes every now and again**.
 - However, for cyclists, I think **I can count on one hand how many times I have seen a cyclist** since the Pilot Program started.

- In terms of the **speed limit** of University Boulevard, it was [originally set to 45 MPH](#) but subsequently **lowered to 40 MPH**. In 2017, the **SHA lowered the speed limit from 40 MPH to 35 & 30 MPH**, the current speed limit. However, during these years, **the road design did not change**.
 - On the one hand, **we have drivers driving 40/45/50 MPH**, which is the speed that one **would naturally drive** and is in line with the **original designated speed** on University Boulevard.
 - On the other hand, **we have drivers driving 30/35 MPH, or even slower** in line with **current posted speed limits** on University Boulevard.
 - Simply **hanging up new speed limit signs on the road does not change the way people drive, nor the speed at which people drive, on those roads**.
 - I believe that this **arbitrary reduction in the posted speed limit leads to more dangerous driving** by the people who want to drive at the comfortable speed that was originally posted. However, they are now slowed down by drivers adhering to the 'new' posted speed.
 - This leads to friction between drivers' behaviors and therefore a greater danger of collisions.

- In an [online article](#) discussing lower speed limits on roads in Montgomery County, Erich Florence, Deputy District Engineer for the Maryland State Highway Administration, stated, *"It's rare for there to be a 10 mph change, whether it be an increase or decrease."*
 - First off, as far as I am aware, there has **never been an increase in the speed limit** on a State or County road in Montgomery County.
 - Meanwhile, **numerous crucial roads**, including University Boulevard, Georgia Avenue, Great Seneca Highway, Bradley Boulevard, River Road, Veirs Mill Road, Connecticut Avenue, New Hampshire Avenue, and many others, have seen **speed limits reduced by either 10 MPH or even 15 MPH**.
 - In addition, **speed limits** on many other main roads, arterials, and side streets are **constantly being lowered by 5 MPH**.
 - The overwhelming majority of **these roads have not undergone any road redesigns to justify such drastic speed reductions**. As a result, drivers are now faced with **unreasonably low speed limits** that **do not align with the actual road conditions**.
 - These **widespread reductions on crucial roads** do not just **increase travel times and congestion**; they **also create conflict between drivers** adhering to the new posted speed limit and those driving at a natural, road-appropriate speed (which was the original limit).

- This is the County that lowered the speed limit for a portion of **Norbeck Road (MD-28), a highway that was once posted at 50 MPH but is now posted at 40 MPH.**
 - But why did they lower the speed limit on our highway?
 - For pedestrian safety? This is a highway solely used for cars.
 - **There are no sidewalks, no bus stops, no schools, no houses, no bike lanes, and no pedestrian activity.**
 - For vehicle safety? If so, would the speed limit not also be lowered for I-495 or I-270, our main highways which have regular collisions and crashes?
 - This is because **it is completely unrealistic** to have a wide-open road posted with such a low speed as 40 MPH.
 - **Hanging up ‘new speed signs’ does not change anything. People will always be tempted to drive at a speed based on the conditions of the road.**
 - What it has done, though, is **create congestion and backup** from people who are driving at these **arbitrarily low posted speeds, which are completely unrealistic for the road.**
 - Consequently, this leads to **increased traffic on side streets** as drivers seek to avoid congestion and delays on main roads.
 - **Driving in Montgomery County has become a bigger pain, hassle, and inconvenience for drivers.**
- **There was a time in this County when “35 MPH” meant the road was designed for a maximum safe speed of 35 miles per hour. However, this is certainly not the case now.**
- **Public trust in MCDOT/SHA’s speed limit signs has been constantly diminishing due to their practice of reducing speed limits by 5, 10, or even 15 mph—on roads without actually implementing corresponding design changes.**
- **In order to genuinely enhance safety for both drivers and pedestrians, we need to focus on enforcing laws against dangerous driving and jaywalking, rather than relying solely on posting new speed limit signs, which fail to address safety effectively and contribute to increased congestion.**

- Back to University Boulevard, in terms of the **bike aspect of the current bus/bike lanes**, it is **completely futile, impractical, and dangerous**.
 - **I have biked over 500 miles in 2023 and nearly 1,000 miles in 2024. I am a huge cyclist**, but I will never bike in the dedicated bus/bike lanes on University Boulevard nor on Georgia Avenue.
 - If I want to get to the Wheaton or Four Corners area, I will use side streets, trails, and the sidewalk on University Boulevard.
 - The SHA and MCDOT are misleading the public by assuring cyclists that it is safe to bike on University Boulevard & Georgia Avenue with only paint separating them from cars, trucks, and buses.
 - This raises serious concerns about safety and accountability, as current road conditions are not designed for cyclists.
 - In fact, when I spoke with a council member at a community event, it was made clear to me that biking on Georgia Avenue is extremely dangerous.
 - So why are there signs telling the public, 'Buses, Bikes, and Right Turns Only,'
 - **If a cyclist was biking in the middle of the road before the pilot program, I would wonder what in the world is going on with this person, because it is so dangerous.**
 - **So now that the County has put red paint on our roads, we are all just supposed to believe that it is safe?**
 - **How is that practical or safe?**
- In terms of the **bus aspect of the current bus/bike lanes**, I am assuming that the goal is to increase and promote ridership.
 - However, during this pilot program, it has been made clear that people are, and will continue to, travel using their own cars despite the presence of dedicated transit lanes.
 - We know this based on the constant congestion and backups, due to the University Boulevard Bus Lane Pilot Program.
 - The majority of commuters are still driving, despite the dedicated bus lanes.
 - **I would like to see evidence/data regarding bus ridership** in the dedicated bus lanes **justifying the removal of two vehicle travel lanes**.
 - From my observations and from speaking with many different people from different communities, **it is clear that bus ridership is minimal and does not justify implementing permanent bus lanes.**
 - It is simple: **the County is sacrificing car lanes for buses**. However, **the significant majority of people who are commuting daily on University Boulevard travel in cars, not buses.**
 - The vast **majority of people** in Kemp Mill and the surrounding neighborhoods **drive and will keep driving**. Hence, **residents want cars to be able to travel in all six lanes** to efficiently reach their destinations.

- Furthermore, [in an online article](#), the Special Assistant to the Director for Montgomery County Department of Transportation, Gary Erenrich said, “***There may be 500 or 600 cars an hour on University Boulevard versus a bus every five minutes.***”
 - However, taking a look at maps.roads.maryland.gov, we can see the current number of vehicles expected to pass a given location on an average day of the year (AADT).
 - For University Boulevard from Arcola Avenue to I-495, [there are 40,304 vehicles](#) traveling in that section on a given day.
 - Dividing that number by 24 (for the hours in a day), it equals around 1,680 vehicles driving on University Boulevard in a given hour.
 - However, there are not the same amount of drivers on the road during peak hours compared to off-peak hours.
 - In reality, there are likely over 3,000 vehicles traveling on University Boulevard during peak hours compared to just 12 buses.
- Now, more than ever, we need all six lanes for vehicle travel.
 - With the pandemic behind us, businesses and the federal government are bringing workers back in person, further increasing the number of daily commuters on University Boulevard.
 - Despite the County’s push for bus transit along University Boulevard, the current pilot program has made it clear that people are not switching to buses; they are still driving.
 - Day after day, the bus lanes do not see nearly enough ridership to justify dedicating two entire lanes, while congestion in the remaining four lanes continues to worsen.
 - Additionally, Northwood High School is currently under construction and closed, but once it reopens, we will see even more cars on the road—students, parents, and staff adding to the already heavy traffic.
 - Given these realities, it is clear that all six lanes must be restored for vehicle travel.

- So, what is happening now that they made it **very undesirable to drive on University Boulevard**? Now, people are taking different/faster routes, because **they still need to get to their destination**.
 - **Drivers have started using side streets**, such as Lorain/Lanark/Tenbrook or Eisner/Edgewood/Southwood to get onto Colesville Road, leading to an influx of cars on routes not designed for heavy traffic.
 - **This is due to the congestion on University Boulevard being unbearable.**
 - This (has already) creates a busier/louder environment in residential places and more danger to its residents.
 - If **bus lanes are added on Colesville Road**, it will only create more and more **congestion**.
 - In reality, **cyclists should be using the side streets**. Whereas, **cars should be using the main streets**.
 - People are typically accepting of cyclists in their community. However, most people do not want their side streets infested with cars constantly driving through.
- **Roads like Colesville Road, University Boulevard, Georgia Avenue, and others must remain reliable main routes, so people do not have to rely on side streets to reach their destinations.**
- In the [University Boulevard Corridor plan](#), one of the proposed safety projects is to implement a **protected pedestrian crossing at the intersection of Lorain Ave** and University Boulevard.
 - If the County's (and State's) true priority is pedestrian safety, why has the County/SHA not added a crosswalk or crosslights at Lorain and University Boulevard, immediately after realizing it was necessary?
 - If we look at other roads in the area, such as Randolph Road, we know that they are capable of adding pedestrian lights and crossings.
 - In the past couple of years, lights have been added on Randolph Road at the intersections of Livingston, Heurich, near Springloch, Bregman, etc.
 - Randolph Road is a County-managed road, whereas University Boulevard is managed by the SHA. **However, the SHA has [added numerous signals and crosswalks](#) on other state roads.**
 - Additional traffic lights have been installed on Georgia, University, Veirs Mill, and various other state roads.
 - **The County is finally agreeing to add a safe crossing on Lorain but is asserting that it can only be done if their whole agenda is implemented.**
 - **People want safer streets**, but they do not support the other drastic and disruptive changes being proposed in the University Boulevard Corridor Plan.
 - The County should not use **long-overdue safety measures** as leverage to push through an agenda that the County residents do not appear to want or support.

University Boulevard: Pedestrian/Cyclist Safety, Traffic Congestion, and Community Voices

- In addition to the current bus/bike lane pilot program from Dennis to Amherst, the County plans to **remove additional driving lanes** at Four Corners.
 - The County has proposed **removing at least four lanes** at Four Corners.
 - This would result in **extreme congestion at a critical intersection**, as discussed above.
- In terms of **outreach** related to the current bus/bike lane pilot program and any future changes to University Boulevard.
 - **I believe that this County has not done even close to a sufficient job in terms of communicating with communities.**
 - Most residents had no idea that 'bus/bike lanes' were coming until they saw all the red paint.
- As you know, I am **very vocal about transportation issues** in my community.
 - Whenever I discuss upcoming county projects, people are often **shocked to learn about them.**
 - These projects are planned for **roads that people rely upon daily for commuting**, and their **voices and opinions matter.**
 - **Had I not informed people, they would have remained unaware of these changes until construction begins, by which point it would be too late for them to voice their concerns or make a difference.**
- **It is extremely important to focus on outreach to ensure that projects are not planned or implemented without community awareness or input.**
- **Clear communication and community involvement are key to preventing decisions from being made behind our backs.**
- **People want their voices heard.**
 - Now that the paint is on the road, **we are required to wait 12-18 months for any word about an evaluation of the pilot program.**
 - Not only should the County be reaching out to the residents who live directly on University Boulevard, but they should also include the **over 40,000 people who drive on the street daily.**
 - The **overwhelming majority** of my community (Kemp Mill) and surrounding communities **are opposed** to removing two car lanes.
 - In addition, I attended the University Boulevard Corridor meeting on October 22nd at the Wheaton Headquarters Auditorium.
 - What I had heard from the crowd of people from different communities, was that the majority of **people are against reducing the vehicle travel lanes on University Boulevard from six to four.**
 - Yet, the **County is disregarding community input and not taking residents' concerns into account.**
- **Think about all of the people who are not at this meeting today, but have voices that need to be heard and are not being heard.**

- **What point do we have to get to until we are heard? How much damage needs to be done before our main roads are just going to be at a complete standstill?**
 - In order **to actually improve safety** alongside University Boulevard, we need enforcement of dangerous driving such as swerving, excessive speeding, distracted driving, tailgating, texting while driving, etc.
 - **We need enforcement for pedestrians who are jaywalking and walking illegally on the roadway.**
 - **Nearly every day, there are pedestrians who are standing in the middle of the median or are illegally crossing the road. It has gotten out of control.**
 - Reducing the speed limit to **25 MPH** and **taking away two driving lanes**, will **not be an effective way** of solving the problem. It will just result in massive amounts of traffic and backup in our county.
 - **Please listen to the community and take their concerns into serious consideration.**
- If I could leave you with one thing, it would be a **statement** from the **State Highway Administration**.
 - As follows, "It is important to note more than 93 percent of all crashes in Maryland are attributed to driver error," Buck told Patch. "SHA certainly plays a major role in keeping roads safe through engineering and education, but motorists need to do their part every day by driving defensively and giving full attention to their driving responsibilities."
 - **We need to do our part as pedestrians, cyclists, and drivers to make University Boulevard a safer road.**

Thank you for your attention and consideration,

Noam Kovacs

kovacsnoam@gmail.com



From: [Jeremy Teichman](#)
To: [MCP-Chair](#)
Subject: University boulevard plan comments amended with address for written testimony
Date: Wednesday, February 12, 2025 1:48:16 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Commission:

I would like to share some thoughts with you on the University Boulevard Plan. You may consider this written testimony for the hearing on the University Blvd Corridor Plan.

I am a resident of Kemp Mill and a 4-season bike commuter through the plan area, so I am impacted daily by bicycling safety in the corridor. I ride from Kemp Mill to and from Wheaton Metro in nearly all weather and during daylight and nighttime hours. I believe that bicycling safety, comfort, and appeal would be best served not by improving bicycle transit on major corridors like University Boulevard but by facilitating travel along neighborhood streets, trails, and connectors. Off-street trails, like Sligo, are the most safe, pleasant, and efficient option during daylight hours, but commuting outside of daylight hours is unavoidable for much of the year. For nighttime hours and for places without trail options, I find that most of our neighborhood streets are uncrowded and well-suited for cycling. One of the most beneficial changes suggested in the plan is the establishment of an effective bicycle-friendly connector between Reddie Dr. and University Blvd. This would allow Reddie to serve as that neighborhood street connector, avoiding the need to directly improve bicycle facilities on University itself for those blocks. Path connectors, like that one and the ones on Blueridge nicely allow foot and bike traffic to efficiently employ these parallel routes without turning them into highly trafficked automobile cut-throughs. I also want to highlight the on-demand crossing signal at Har Tzion where the Reddie connector would exit. Protected crossings like these allow unimpeded vehicle traffic on University except for the rare occasions when people need to cross. If, as hoped, bike and pedestrian traffic increase sufficiently, such crossings could be easily and cheaply upgraded from on-demand to scheduled operations.

Even as a cyclist, I strongly oppose the reduction in speed limits on local and through streets. The vast majority of our neighborhoods depend on private car transportation. Other than in a dense urban environment, this is unavoidable. Our street networks need to be efficient transportation links around the country and beyond. Slowing speed limits and reducing throughput directly reduce the efficiency of our county, adding to commuting durations and, effectively, making all the destinations in our area farther apart from a transit time perspective. This diminishes quality of life, placing a time and frustration tax on residents, reduces the appeal of the area, and discourages commerce. I am lucky to be able to commute as I do, without a car, but I am a rare exception in that regard. I am also very concerned that reducing flow on major roads connecting parts of our area will drive traffic onto side roads. Congestion on Arcola Ave and Kemp Mill Rd is already significant from through-traffic bypassing congested arteries. Driving traffic onto more minor roadways will have the opposite of the intended effect on safety for pedestrians and cyclists. Reducing speed limits on side roads in order to discourage this only preemptively imposes similar inefficiency on their intended users. Additionally, safety issues on side roads are probably driven much more by speeders than by speed limits.

I support mass transit. It provides convenience and efficiency, reducing environmental impact,

monetary costs, and congestion. I do not believe that our area would see a significant abandonment of car ownership if public transit were better, but I do believe we could reduce the number of car trips, principally by offering better options on regular commuting routes. This could be experimentally explored by temporarily and dramatically increasing frequency of buses on selected routes. I believe wait times and wait-time uncertainty are large factors in non-adoption of busing. As a side point, even if people move in with the intention of commuting by public transit, today many people switch jobs every few years. We want to encourage community, which is fostered by long term residency and its associated feeling of commitment and investment in a neighborhood. Jobs in the county and nearby, other than in downtown Washington, are not sufficiently concentrated that one could depend on continued transit-convenient job opportunities without moving.

I agree that the area could use more gradations of housing options, including townhouses, multi-family homes, and small apartment houses. These would give more opportunities for young families and people starting out to move in, and it would give better options to empty nesters to downsize without leaving the neighborhood. This would lead to more efficient use of housing stock while maintaining the enduring neighborhood connections that create community. The added housing stock would also allow people at different income levels to join the neighborhoods and communities they want. But added density also comes with added traffic, so road throughput becomes a critical factor again. I support the added density as long as transportation and other services can keep pace.

Finally, with regard to Kemp Mill Shopping center, any redevelopment temporarily shutting down the resources there would be a devastating blow to the community, from seniors and other residents in the apartment buildings who walk there for commerce to neighborhood kids without cars for whom it is the only walkable commerce destination to the Jewish community that relies on local kosher shopping and dining.

In my opinion, creation and fostering of a vital and thriving business and commerce district in downtown Wheaton with additional dense housing stock near an existing transit hub and efficient public transit access to it along University Boulevard would be a sensible first step toward many of the goals expressed in the University Boulevard Corridor proposal. For the initial levels of increased foot and bike traffic, wider sidewalks, even without a buffer, would suffice until such traffic levels justify stronger measures.

Thank you for your interest,
Jeremy Teichman



Silver Spring, MD 20902

Stay connected



From: Brian Horowitz <brianabhorowitz@gmail.com>

Sent: Tuesday, February 11, 2025 12:16 PM

To: Brian Horowitz <brianabhorowitz@gmail.com>

Subject: University Blvd Corridor Plan

[EXTERNAL EMAIL]

Hello,

Thank you for the opportunity to provide comments regarding the draft University Boulevard Corridor Plan. I appreciate your commitment to improving the lives of those who live along the corridor. As a member of the community who uses University Blvd daily—either riding my scooter to the Wheaton Metro (weather permitting) or taking the RideOn Bus to and from the Silver Spring Metro Station—I am highly opposed to the proposed plan.

Before diving into my specific concerns, I want to share that the implementation of the bus lanes has led to increased road rage and congestion in an area that will always be car-dependent, despite Montgomery County's push to reduce car usage. My family has experienced increased commute times to the grocery store, our children's doctor's office, and our child's daycare. Additionally, my wife's commute to and from Reston, Virginia, has increased by nearly three minutes each way, resulting in 30 minutes less time each week that she can spend with our young children—all since the implementation of the bus lanes.

While riding my scooter along University Blvd or riding as a bus passenger, I often observe buses slamming on their brakes, speeding, and frequently switching lanes as they navigate around cars turning into neighborhood streets.

Having shared the effects of the initial bike trial and now the bus lane implementation on my family's experience living in this area, I'd like to address my concerns with the overall plan:

1. Making the currently underutilized bus lanes on University Blvd permanent, which would further narrow the lanes available to drivers.
2. Eliminating designated lanes for right-turning vehicles to turn without a signal.
3. Reducing University Blvd and Colesville Road to two-lane roads at Four Corners, with no designated turnaround.
4. Setting speed limits along all of University Blvd between Four Corners and Wheaton to either 25 mph or 30 mph.

These proposed changes are likely to increase commute times and create new challenges for residents who rely on their vehicles for daily transportation. Considering increased enrollment at Northwood High School and the return to the office five days a week, I am concerned that there will be increased congestion within the UBC.

As a resident of Kemp Mill, I am also concerned with the redevelopment of the Kemp Mill Shopping Center. I commend the plan's suggestion of creating an additional access point to the shopping center, leading to less congestion on Arcola Avenue. I also agree with the changes in zoning, with the hope that increased housing can provide seniors with the

opportunity to downsize and more options for those who are unable to afford a single-family home. However, I am concerned that with development will come increased rents, and local businesses will have to pass on those costs to their consumers or risk closing.

While at Northwood High School, I served as a youth member on the Commission of Youth and Services, and Councilmember Nancy Floreen shared with me that the County treats Wheaton as a "stepchild." Despite some progress, I am afraid that this plan is once again fulfilling her words.

In closing, I ask the county to revisit the overall proposal and review the data once Northwood opens and more people begin commuting to work. I encourage wider sidewalks that can be shared by bikers and pedestrians, as well as pedestrian bridges to cross University Blvd. The county needs to treat University Blvd as it has been intended- a suburban road and not an urban corridor.

Thank you for your attention to these concerns. I look forward to your response and hope that my feedback will be taken into account.

Sincerely,

Brian Horowitz

[REDACTED]

Silver Spring, MD 20902



For more helpful Cybersecurity Resources, visit:

<https://www.montgomerycountymd.gov/cybersecurity>

For more helpful Cybersecurity Resources, visit:

<https://www.montgomerycountymd.gov/cybersecurity>

From: [Chayie Chinn](#)
To: [MCP-Chair](#)
Subject: proposed University Boulevard Corridor Plan
Date: Wednesday, February 12, 2025 9:40:49 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers

but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,

Chayie Chinn

From: [Maryanna Walls](#)
To: [MCP-Chair](#)
Subject: University Blvd plan
Date: Wednesday, February 12, 2025 9:40:53 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

As a Montgomery County resident and someone who frequently uses University Boulevard and the surround streets as part of my daily commute, I'd like to express my concerns with the proposed University Boulevard Corridor Plan.

In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the needs of the vast majority who drive. This is impractical and inequitable.


In particular, I oppose any plan to:

- Make the currently-underutilized bus lanes on University Blvd permanent, narrowing the lanes available to drivers.
- Eliminate designated lanes for right-turning vehicles to turn without a signal.
- Make University and Colesville two-lane roads at Four Corners, with no designated turnaround.
- Set speed limits along all of University between Four Corners and Wheaton of either 25mph or 30mph.

While each of these proposals has issues, the combined effect of all of them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life.

I encourage the Planning Board to reconsider the plan to better account for the tens of thousands of taxpaying Montgomery County families who drive on University Boulevard as part of their commute and daily life.

Thank you,
Maryanna Walls

 Silver Spring, MD 20902

From: [Tehila Holzer](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plan
Date: Wednesday, February 12, 2025 9:40:56 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers

but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,
Tehila Holzer

From: [esther broth](#)
To: [MCP-Chair](#)
Subject: Vote NO please
Date: Wednesday, February 12, 2025 9:41:07 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

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Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

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Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers

but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,
Cheryl Broth

From: rabbischick@gmail.com
To: [MCP-Chair](#)
Subject: University Blvd Plan
Date: Wednesday, February 12, 2025 9:41:22 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

As a Montgomery County resident and someone who frequently uses University Boulevard and the surround streets as part of my daily commute, I'd like to express my concerns with the proposed University Boulevard Corridor Plan.

In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the needs of the vast majority who drive. This is impractical and inequitable.

In particular, I oppose any plan to:


- Make the currently-underutilized bus lanes on University Blvd permanent, narrowing the lanes available to drivers.
- Eliminate designated lanes for right-turning vehicles to turn without a signal.
- Make University and Colesville two-lane roads at Four Corners, with no designated turnaround.
- Set speed limits along all of University between Four Corners and Wheaton of either 25mph or 30mph.

While each of these proposals has issues, the combined effect of all of them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life.

I encourage the Planning Board to reconsider the plan to better account for the tens of thousands of taxpaying Montgomery County families who drive on University Boulevard as part of their commute and daily life.

Thank you,

Rabbi Jonathan Schick

 Silver Spring, MD 20902

From: [Nathan Gilson](#)
To: [MCP-Chair](#)
Subject: Are community concerns about University Boulevard Corridor plan being heard?
Date: Wednesday, February 12, 2025 11:22:18 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good morning Planning Board members,

I've lived in MoCo for 10 years. Thank you for all of your hard work for the county.

Regarding the University Boulevard Corridor Plan, I hope you can dispel a feeling that is felt widely among many of my neighbors in Kemp Mill that officials who are promoting the plan are not interested in listening to concerns from the community.

For instance, seeing that the two meetings about the plan (N.O.W. and the planning board public hearing) are scheduled at the same time gives the perception of thoughtlessness at best and shadiness at worst. Hearing County Executive Marc Elrich's concerns about the plan, his disappointment that there is no citizens committee, and his comment that some of the planners are refusing to meet with him make it sound like something is very dysfunctional about this process.

Do you agree with this take? If not, can you articulate what you've been hearing from Kemp Mill residents who are concerned about the plan, its impact on traffic and Jewish communal life, and how you are addressing those concerns?

With much thanks for your service,

--

Nathan Gilson

From: [Arnold Kling](#)
To: [MCP-Chair](#)
Subject: University Corridor Plan
Date: Wednesday, February 12, 2025 12:29:03 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To the planning board:

I write to oppose the University Corridor Plan. It would make driving more difficult where we need it and impose congestion in our residential areas.

It is too radical an effort at social engineering. And it imposes these radical changes on a community that has a rare child-friendly character. Please do not destroy this community in order to satisfy abstract goals of "15-minute living" or public transit or as a supposed remedy for climate change or past injustices.

If you were to visit the corridor, you would see that many households own and use cars. "15-minute" living is not a viable option for people who have to work elsewhere.

If you visited the corridor, you would see that the parking lot of Blair high school is often filled with cars. I imagine that the high school staff and many students will be very much inconvenienced by making it more difficult to drive on University Boulevard.

The most pedestrian-friendly solution for For Corners, in my opinion, would be an underground pedestrian walkway.

I am an avid bike rider, and I do not see any need to re-engineer the corridor on my behalf. I stick to bike paths and low-traffic streets. The existing bike path along Sligo Creek connects to other bike paths in all directions. On the other hand, bike lanes on major roads are always dangerous, and I avoid them.

I am an avid walker, and I am only deterred from walking to the Wheaton Metro because of crime (I was mugged last year in broad daylight just two blocks from the subway stop).

I have lived in this community since 1983. We have known many of our neighbors since the 1980s.

We raised our three daughters here. They went to Kemp Mill Elementary, what was then called Lee Middle School, and Kennedy high school. For fifteen years, I taught at high school in the area, and many of my former students now live on streets near mine.

I cannot stress enough how special this community is in its old-fashioned connections among neighbors. You will not find a community with more young children and teenagers.

The 150-page planning document does not show any understanding of what this community means to the people who live here. It is based on an abstract vision, and it is out of touch with what makes this area special.

I urge you to have a planning process that genuinely involves people who live here. Stay away from consultants and abstract visions.

Arnold Kling



Silver Spring 20902

--

Arnold Kling

<http://arnoldkling.com>

<https://arnoldkling.substack.com/>

From: [C.Namrow](#)
To: [MCP-Chair](#)
Subject: Concern about 2050 university blvd plan
Date: Wednesday, February 12, 2025 6:27:23 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Sir,

I am a pediatrician in Kemp Mill and have concerns regarding the redevelopment of the local area . There is a local park on Arcola that many children and dog walkers use and there are local Kemp Mill shops that many locals including the elderly as well as disabled and young people can easily access by walking . It is lovely to see how many people walk from our community to those shops and heartening to see the relationships locals have with the diverse type of people who work in those stores. We all know everyone by name. Redeveloping the shopping center would be extremely detrimental to the local ethnic way of life as those stores that provide specialty foods would inevitably close during redevelopment and would be gone forever . There have also been many complaints amongst the locals here about the safety of the new bus lane on University approaching Arcola as cars must move into and out of the lane and back in again in order to make the turn onto Arcola . I feel that this is not such a safe bus lane for those reasons .

Many thanks for taking the time to read my email .

Dr Caroline Namrow

From: [Steven and Hadas Kozlowski](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan
Date: Wednesday, February 12, 2025 7:32:58 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chairman and Planning Board Members,

As a Montgomery County resident of more than 30 years, I am writing to ask you to reconsider the University Boulevard Corridor Plan.

Traffic on University Blvd is currently very heavy, especially during rush hour, and will no doubt increase significantly with the federal return-to-office mandates. For example, many thousands of FDA employees, who have been teleworking four days per week, are soon likely to need to use the Corridor on a daily basis. If you have done any studies of traffic patterns post-Covid, the return-to-office changes will render them useless.

Buses cannot replace the need for cars in suburbia, and so I also urge you to terminate the dedicated bus lanes on University Blvd, as that enhances gridlock and increases pollution. Similarly, the plan to reduce the number of lanes at Four Corners will make commuting miserable for me and many, many others.

Thank you for your attention,
Hadas Kozlowski


Silver Spring, MD 20902

From: [Malka Groden](#)
To: [MCP-Chair](#)
Cc: Marc.Elrach@montgomerycountymd.gov
Subject: Concerns regarding University Blvd plan
Date: Wednesday, February 12, 2025 7:35:48 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

As a Montgomery County resident and someone who frequently uses University Boulevard and the surround streets as part of my daily commute, I'd like to express my concerns with the proposed University Boulevard Corridor Plan.

In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the needs of the vast majority who drive. This is impractical and inequitable.


In particular, I oppose any plan to:

- Make the currently-underutilized bus lanes on University Blvd permanent, narrowing the lanes available to drivers.
- Eliminate designated lanes for right-turning vehicles to turn without a signal.
- Make University and Colesville two-lane roads at Four Corners, with no designated turnaround.
- Set speed limits along all of University between Four Corners and Wheaton of either 25mph or 30mph.

While each of these proposals has issues, the combined effect of all of them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life.

I encourage the Planning Board to reconsider the plan to better account for the tens of thousands of taxpaying Montgomery County families who drive on University Boulevard as part of their commute and daily life.

Thank you,
Malka Groden


Silver Spring, MD 20902

From: [Penina Blate](#)
To: councilmember.albornoz@montgomerycountymd.gov; councilmember.glass@montgomerycountymd.gov; councilmember.jawando@montgomerycountymd.gov; councilmember.balcombe@montgomerycountymd.gov; councilmember.katz@montgomerycountymd.gov; councilmember.stewart@montgomerycountymd.gov; councilmember.fani-gonzalez@montgomerycountymd.gov; councilmember.luedtke@montgomerycountymd.gov; councilmember.sayles@montgomerycountymd.gov; councilmember.friedson@montgomerycountymd.gov; marc.elrich@montgomerycountymd.gov; MCP-Chair; bonnie.cullison@house.state.md.us; charlotte.crutchfield@house.state.md.us; governor@maryland.gov; mcdot.director@montgomerycountymd.gov; luisa.montero@montgomerycountymd.gov
Subject: University Blvd
Date: Thursday, February 13, 2025 9:42:10 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is

shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,
Penina Blate

From: [Jake Adler](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan
Date: Friday, February 14, 2025 11:45:28 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good morning,

I am writing to share online testimony/comments regarding the University Boulevard Corridor Plan. Before I go further, I want to state that though I am a county employee, my comments are from me as a citizen.

I live at 611 Hillsboro Dr, Silver Spring, MD 20902.

I think for the most part the plan is very good, it offers excellent ideas for the future, especially as it pertains to buildings. I do have concerns about the transportation portion.

I think removing the merge lane from Arcola to University is a bad idea. The Kemp Mill community does not have many ways in and out. Any density increases will also increase car traffic. Though I know the idea is to lower the number of cars on the road, it's not realistic right now.

I think bus lanes on 6 lane highways can work, but they should not be dedicated that way all day, just in certain peak hours. I know some people are adamantly against bus lanes, I am not. I understand that many people take public transportation and especially down in this part of the county we must try and offer proper solutions for them.

I myself work out of the UpCounty Regional Services center in Germantown. Public transportation is not an option for me, I will always need a car. Understanding what the goal of the overall plan is, my hope is that some of the transportation recommendations be toned down. I am happy to be a part of any conversation that helps us make the area a thriving and convenient place for all our neighbors and visitors.

Thank you for your time and consideration.

Yaakov (Jake) Adler
Dova Boyars

[REDACTED] Silver Spring, MD 20902

From: [Eli Landy](#)
To: [MCP-Chair](#)
Subject: UBC plan
Date: Friday, February 14, 2025 3:35:14 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello,

I'm writing to object vehemently to the proposed UBC plan, which will 1) increase congestion on the roads and 2) lower both the quality of life and property values in this community.

Sincerely,

Eli Landy
Sent from my iPhone

From: [Jordie Gilbert-Honick](#)
To: [MCP-Chair](#)
Subject: Please Do Not Implement University Boulevard Corridor Plan
Date: Friday, February 14, 2025 4:57:11 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

I live and work in Montgomery County and have serious concerns about the proposed University Boulevard Corridor Plan. I also want to mention that I have 4 young children under the age of 8 and I work full-time, often working overtime. This issue is so important to me that I have dedicated this evening to writing to you about it despite having very little time to spare.

The University Boulevard Corridor Plan, if implemented, would directly and negatively impact me and my children in several significant ways. Beginning on March 17, I will be returning to work in person at the FDA campus in White Oak along with thousands of my colleagues. My commute includes University Boulevard and Colesville Road and is directly impacted by your plan in several ways:

- The University Boulevard Corridor Plan will reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.
- The University Boulevard Corridor Plan will make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers and cementing the current unsafe driving environment caused by these lanes. Not only do the bus lanes increase traffic congestion, they cause drivers to rapidly switch between lanes or force drivers to merge into the bus lane at locations immediately before a right turn (the dashed red line area). I have personally been cut-off by drivers merging to or from these bus lanes.
- The University Boulevard Corridor Plan will eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion. This will add significant traffic and commuting time.
- The University Boulevard Corridor Plan will lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

These changes are not victimless. Each of these changes will significantly increase the commuting time for me and thousands of other Montgomery County residents, making it that much harder for me to get home in time for my kids when they get off the bus from school.

In addition, thousands of federal employees are about to return to the office in the coming months and the University Boulevard Corridor Plan will create a disaster from traffic congestion during rush hour as these roads are flooded with drivers. It is important to note that any driving pattern data from the past 5 years is irrelevant to the University Boulevard Corridor Plan because so many people who have been teleworking for the past 5 years are about to return to office commuting on these exact roads. I strongly oppose this plan, which will add significant time to my commute and create

unsafe driving conditions. In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the needs of the vast majority who drive. This is impractical and inequitable.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

Please do not implement this plan. I implore you to reconsider this plan and develop a new plan that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you,

Jordana Gilbert-Honick

[REDACTED]

Silver Spring, MD 20902

From: [Todd and Emily Friedman](#)
To: [MCP-Chair](#)
Subject: University Blvd
Date: Wednesday, February 12, 2025 11:34:07 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers

but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,
Emily Friedman

From: [Kalman Knizhnik](#)
To: [MCP-Chair](#)
Subject: University boulevard corridor plan
Date: Tuesday, January 28, 2025 7:16:51 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To whom it may concern,

The proposed university boulevard corridor plan is terrible. Please stop with this nonsense. It will be terrible for cars, unsafe, and nobody uses your useless busses, and nobody bikes.

But of course you don't care, you've made up your mind, and you go to bed at night thinking what a great job you are doing.

From: [Kalman Knizhnik](#)
To: [MCP-Chair](#)
Subject: Re: Automatic reply: University boulevard corridor plan
Date: Tuesday, January 28, 2025 7:18:32 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

My address is [REDACTED] Silver Spring, MD 20902

On Tue, Jan 28, 2025 at 7:16 PM MCP-Chair <mcp-chair@mncppc-mc.org> wrote:

Thank you for contacting the Planning Board Chair's Office. This confirms receipt of your message for distribution to appropriate staff to review. If you have submitted an inquiry, we will respond in a timely manner. You may also leave a voice message at (301) 495-4605 and a staff member will return your call.

If you have submitted written testimony for a Planning Board item, please be sure to include your mailing address to satisfy proper noticing requirements. If this was not already included, please reply to this email with that information. Written testimony submitted before the deadline of 12pm, two business days before the scheduled Planning Board meeting, will be distributed to the Board and staff and included in the public record. Written testimony received after the deadline will only be distributed to staff to review.

For more information about the Chair's Office, please visit:
<https://montgomeryplanningboard.org/>

From: [Rebecca Novetsky](#)
To: [MCP-Chair](#)
Subject: Testify towards the Montgomery planning board
Date: Wednesday, January 29, 2025 10:42:42 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello,

I am writing in to testify towards the Montgomery planning board regarding the University Boulevard Corridor plan.

As a resident of the Kemp Mill, I agree there are many cars that travel too fast through the neighborhood. Lowering the speed limit on neighborhood streets will not reduce driving speeds. Adding speed cameras or cameras at stop signs will create better enforcement through the neighborhood. If the current speeds are enforced, the neighborhood will be a safer place for pedestrians and drivers.

Thank you for your time and consideration.

Rebecca Novetsky

From: [Mayer Samuels](#)
To: [MCP-Chair](#)
Subject: University Blvd Plan
Date: Wednesday, January 29, 2025 10:21:22 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I wish to comment on your plan for University Blvd. I don't believe that the University Blvd corridor should be densified in any way. This is a suburban arterial and it is important for traffic to have full use of the street, 3 lanes in each direction to keep traffic moving. Also, please do not change the housing density along the corridor. Building more apartments will only increase traffic and change the quality of our single family neighborhoods. You should create more apartments near the Metro stations.

Mayer Samuels
Kemp Mill Resident

From: [Micah Segelman](#)
To: [MCP-Chair](#); councilmember.Fani-Gonzalez@montgomerycountymd.gov
Subject: Fwd: University Boulevard Corridor Plan
Date: Saturday, February 15, 2025 11:16:11 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello,

I am writing to express concerns with the proposed Univ Blvd Corridor Plan. My wife recently wrote an extensive letter to the chair of the planning board about this subject (below). I agree with her, and wanted to specifically call out one item:

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Four corners is a very high traffic area and we need to figure out how to reduce congestion, not increase it. Decreasing the number of lanes at this corner is a terrible idea. Anyone who drives in this area should know this.

Please do not make changes that would make traffic worse in our area.

Thank you for your time and attention to this matter,

Micah Segelman

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and

Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,

Michal Segelman
Kemp Mill Resident

From: [Rosalyn Malin](#)
To: [MCP-Chair](#)
Subject: University Blvd corridor plan
Date: Sunday, February 16, 2025 3:31:21 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I want you to know that I am a voter who lives in Kemp Mill and I absolutely oppose the plan.

Please take that into consideration.

From: [Moshe Kaplan](#)
To: [MCP-Chair](#)
Subject: Moshe Kaplan - Opposed to University Boulevard Corridor Plan
Date: Sunday, February 16, 2025 3:31:41 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good afternoon,

I have recently learned about the plan on <https://montgomeryplanning.org/planning/corridor-planning/university-boulevard-corridor-plan/> and am opposed to it because I think it will significantly degrade the quality of life and safety for current and future residents.

I am significantly against a few aspects of the plan:

- Dedicated transit lanes on University Blvd and Colesville Rd
- Lowering speed limits
- Banning right-turn on reds
- Removing the right-turn merge area at Arcola and University
- Rezoning areas near Arcola Ave for higher-density living spaces

I am against these for a few reasons:

1. This will greatly increase traffic for anyone who needs to go to work, drop off children at childcare, or have a medical emergency.
2. The traffic data measured was collected during the aftermath of COVID, when many more employers allowed working from home. In the coming months, many Federal and private employers are now necessitating in-office work. This alone is expected to greatly increase the area's traffic
3. The bus lanes serve only a tiny percentage of the population, and removing the traffic lanes will negatively impact many more people.
4. The streets are already congested during work hours. There is not enough employment opportunities within even Kemp Mill to support even current residents, so adding higher density housing will only make traffic disastrously worse.

Please do not make changes that will harm current and future residents of Kemp Mill and surrounding areas.

Thank you,
Moshe Kaplan
Resident of Kemp Mill for 11+ years

From: [Adina Turoff](#)
To: [MCP-Chair](#)
Subject: UBC Plan for Kemp Mill Area
Date: Sunday, February 16, 2025 7:55:00 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Commission,

Please, PLEASE do not continue with the UBC changes as plan. I oppose it strongly, and many feel the same. It has so much potential to do more harm than good. Slowing speed limits is not the way to go. Do you want Lamberton to be safer, as I do? I hear them at midnight speeding down the Drive. Put in a speed bump or two and THAT might help. Nothing else would make a difference. Minimizing turning lanes? They are there to keep us safe! Do NOT support anything that would reduce our safety in this way, please! The Kemp Mill Shopping Center fills a vital need (or two or three) for our community and should not be rezoned. Perhaps give some grants to the businesses there and encourage others to move in? Yes. Housing? Absolutely not.

Please, please - listen to your constituents. We are the ones living here. Please abolish the plan and include the residents in planning for the future. We have a lot of wise, balanced suggestions to offer that will increase the value of the area for current and future residents and commuters, and will definitely benefit you as well.

Thank you.

Adina Turoff
Kemp Mill Estates Resident
Silver Spring, MD

From: [Adina Turoff](#)
To: [MCP-Chair](#)
Subject: Re: UBC Plan for Kemp Mill Area
Date: Sunday, February 16, 2025 7:56:32 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Address for sent Written Testimony: Adina Turoff, [REDACTED] Silver Spring MD 20902

From: MCP-Chair <mcp-chair@mncppc-mc.org>
Sent: Sunday, February 16, 2025 7:55 PM
To: Adina Turoff <aturoff@yeshiva.edu>
Subject: Automatic reply: UBC Plan for Kemp Mill Area

Thank you for contacting the Planning Board Chair's Office. This confirms receipt of your message for distribution to appropriate staff to review. If you have submitted an inquiry, we will respond in a timely manner. You may also leave a voice message at (301) 495-4605 and a staff member will return your call.

IMPORTANT: If you have submitted written testimony for a Planning Board item, please be sure to include your mailing address to satisfy proper noticing requirements. If this was not already included, please reply to this email with that information. Written testimony submitted before the deadline of 12pm, two business days before the scheduled Planning Board meeting, will be distributed to the Board and staff and included in the public record. Written testimony received after the deadline will only be distributed to staff to review.

For more information about the Chair's Office, please visit: <https://montgomeryplanningboard.org/>

From: [Zachary Prince](#)
To: [MCP-Chair](#)
Subject: Opposition to university Blvd corridor plan
Date: Sunday, February 16, 2025 8:57:31 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good evening--

My name is Zach Prince, and my wife, two children, and I live in Silver Spring. I am sending this message to lodge my vehement opposition to the University Blvd Corridor Plan currently under consideration. While I respect the objectives, this plan is terribly misguided, guaranteed to dramatically exacerbate traffic in the area. Every single part of the proposal appears designed to make traffic a nightmare. Bus lines in the county are fool-hardy; slower speed limits seem pointless and intended to generate revenue; prohibiting turns on red is draconian.

The desire to address housing costs is laudable. The proposal for this is also ill-considered. We have seen before that this type of proposal likely means subsidized apartments, often run poorly, changing the character of existing communities.

Please listen to your constituents and either amend or turn back from this plan.

Best,

Zach Prince

From: [Eli Landy](#)
To: [MCP-Chair](#)
Subject: The UBC plan
Date: Monday, February 17, 2025 1:59:44 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello,

youth concocted this plan in contravention to the community's express opinion and vote. This is the height of hubris and arrogance, and ignores the effect it will have on traffic patterns and congestion and doesn't account for the return of Federal employees to their offices.

Moreover, the plan to build low-income housing in the Kemp Mill shopping center will create a security risk for worshippers at the Young Israel Shomrai Emunah synagogue and decrease property values significantly.

There are large swathes of land in northern Montgomery County that are available and better suited for low-income housing and would not have the same deleterious effects that imposing such housing on this community would have.

Sincerely,

Eli Landy

Sent from my iPhone

From: [zvi malin](#)
To: [MCP-Chair](#)
Subject: opposition to UBC plan
Date: Tuesday, February 18, 2025 11:19:45 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I am a long time resident of Kemp Mill and I vote in elections.

I want to let you know that I strongly oppose the University Blvd Corridor plan
Zvi Malin

From: [Nelson Moskowitz](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan (UBCP)
Date: Tuesday, February 18, 2025 11:31:21 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

As a resident of Montgomery County and registered voter for fifty-five years and a resident of Kemp Mill for the last 51 years I object to much of the University Boulevard Corridor Plan (UBCP). As a retired attorney who practiced real property law and a former cyclist I am cognizant of the realities of the Planning Department goals, and yet know that they are contrary to the interests of residents and are detrimental to our quality of life.

A bus lane is acceptable, bike lanes that very few use and worsen traffic are not acceptable. Further reduction of speed limits on a six lane major highway are detrimental, as ZERO speed would insure that no accidents occur. Its a balancing equation and for those of us who must drive this is much more than an inconvenience. It is over regulation and poor planning!

Permitting denser development in single family home communities harms our communities and engenders more traffic, less parking space, more need for public schools, more need for policing, and higher taxes and fees to pay for this. We have a beautiful community. Do not undermine it.

If you want more housing lessen the the cost and amount of regulation required by Montgomery County. As one who has practiced before the MNCP&P I well know the high cost and extreme amount of regulation our County has promulgated, and how that is passed on to home buyers. Make the process simpler, quicker, and less expensive.

Thank you in advance for carefully considering my comments.

Nelson Moskowitz
Attorney at Law, Retired
[REDACTED]
Silver Spring, Maryland 20902
[REDACTED]
[REDACTED]

From: [Sharon Samuels](#)
To: [MCP-Chair](#)
Subject: Bus Lanes in Wheaton Area (Georgia and University Avenues)
Date: Wednesday, February 12, 2025 3:27:47 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello,

I am a Kemp Mill resident and spend much of my time driving along Univeristy Blvd and Georgia Avenue. I am writing to register a safety concern in regards to the painted red or striped red bus-only lanes. These lanes create unnecessary lane changes and the lanes are barely used by busses. For example, I use to be able to take a right turn at 4 Corners (at 29 and University) and drive in the right hand lane until Arcola Avenue where I could simply make a right turn into my neighborhood. Now, I must merge left and then right sometimes from a near stop into faster traffic in the left lanes. If I somehow am forced into the right lane from either a side street or a main intersection because of the speed of the traffic in the left lanes, I am likely to end up having to try and merge from a stop position as there is a good chance I will pull behind a bus even though bus traffic isn't particularly heavy as the "bus only" signs put pressure on the drivers to get out of the bus only lanes. For "aging drivers" such as myself, constant merging, is not just unpleasant but a hazard and an unnecessary one at that.

Thank you,

Sharon Samuels

[REDACTED]

[REDACTED]

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If you have received this email in error, please delete.

From: [Carol Lazar](#)
To: [MCP-Chair](#)
Subject: University corridor plan
Date: Wednesday, February 19, 2025 7:20:28 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.


To Whom it May Concern:

Please consider the impact of the university corridor plan on the local community. Traffic is already extremely congested - and with more people returning to the office (particularly federal employees), it will only get worse. The lowered speed limits, removal of merge areas, lack of right turn on red, and further limitations on traffic lanes is going to make the area much more difficult and congested.

So many people are navigating an extremely difficult and uncertain time with the new administration. Please don't add to the stress by making the day to day life, errands, and commuting much more challenging.

Thank you for considering this,

Carol Lazar

 Silver Spring, MD 20902

From: [Elikan, Jeffrey](#)
To: [MCP-Chair](#)
Subject: University Boulevard
Date: Wednesday, February 19, 2025 7:32:00 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Mr. Harris:

I write with regard to the University Boulevard Corridor Plan, which will affect my daily commute dramatically. For the last 18 years, I have commuted daily from my home in Kemp Mill to my law firm in downtown Washington, DC. Unfortunately, my commute has always been difficult, and regularly has taken more time than it ought to have. In fact, it has taken me more longer to get to and from my workplace—whether by subway or car—than it did to get to downtown Baltimore, where I used to work. For years, I took the subway, but service was, regrettably, poor. Often I encountered “single tracking” and even faced several months in which there was no red-line service. During COVID, conditions on the Metro deteriorated and I concluded that it was no longer safe to travel via subway.

I then began to drive. There is no highway connecting my neighborhood to downtown D.C., and traffic is a constant. University Boulevard is key to my trip—it is the major artery to get to 16th Street or Georgia Avenue. I know that the plan is well-intended, but for me and thousands of others, it will add precious time to my already terrible commute.

I know that the trend is to push bicycles and walking, but please consider the much more numerous drivers, who rely on University Boulevard. Please don’t lower the speed limit or take away lanes.

Thanks!

Jeff Elikan



Silver Spring, MD 20902

From: [Elikan, Jeffrey](#)
To: [MCP-Chair](#)
Subject: RE: University Boulevard
Date: Monday, February 24, 2025 8:28:17 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I would like to add a couple of further thoughts after hearing a presentation about the plan from my civic association.

1. Many of the people in my area are over 60 (I will be 60 in a few months as well), and rely on cars to get to work. Not only is there no practicable way for them to access public transportation, but many of them are unable to walk long distances or ride bicycles. They live in this community too, and should be able to enjoy their lives here. Making transportation by car difficult—which seems to be either the end goal or the inevitable result of the plan—will make their lives more difficult.
2. I was struck by how few people at the meeting thought that impeding traffic was a good idea. If that is representative of the neighborhood as a whole, shouldn't you all—our elected officials or their appointees—pay attention to what they want?

From: Elikan, Jeffrey
Sent: Wednesday, February 19, 2025 7:32 PM
To: 'mcp-chair@mncppc-mc.org' <mcp-chair@mncppc-mc.org>
Subject: University Boulevard

Dear Mr. Harris:

I write with regard to the University Boulevard Corridor Plan, which will affect my daily commute dramatically. For the last 18 years, I have commuted daily from my home in Kemp Mill to my law firm in downtown Washington, DC. Unfortunately, my commute has always been difficult, and regularly has taken more time than it ought to have. In fact, it has taken me more longer to get to and from my workplace—whether by subway or car—than it did to get to downtown Baltimore, where I used to work. For years, I took the subway, but service was, regrettably, poor. Often I encountered “single tracking” and even faced several months in which there was no red-line service. During COVID, conditions on the Metro deteriorated and I concluded that it was no longer safe to travel via subway.

I then began to drive. There is no highway connecting my neighborhood to downtown D.C., and traffic is a constant. University Boulevard is key to my trip—it is the major artery to get to 16th Street or Georgia Avenue. I know that the plan is well-intended, but for me and thousands of others, it will add precious time to my already terrible commute.

I know that the trend is to push bicycles and walking, but please consider the much more numerous drivers, who rely on University Boulevard. Please don't lower the speed limit or take away lanes.

Thanks!

Jeff Elikan



Silver Spring, MD 20902

From: [Rivka Schwartz](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan
Date: Wednesday, February 19, 2025 9:45:48 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Mr. Harris,

Thank you for all of the work that you put into developing our beautiful county!

I am writing to you regarding the University Boulevard Corridor Plan. As a resident of Kemp Mill Estates, I perused the plan with a great amount of concern.

I am sure that you are aware of the suburban nature of Kemp Mill. Consequently, most residents of our neighborhood are wholly reliant on their personal vehicles for transportation. For many residents, the nearest bus stop is a twenty minute walk (or more) from their home. The nature of Montgomery County shopping and medical facilities also make private transportation a necessity.

My understanding of the UBCP is that it intends to bring a more urban feel along the University Boulevard corridor. This would help the county hit its benchmarks for increased housing in the future years.

A great concern though, is the impact that this would have on current residents of the area. The plan does not provide ability for them to change their current lifestyle. They will not be able to divest themselves of their private vehicles. The increased population along University Boulevard combined with the narrowing of the roadway has the potential to negatively impact the day-to-day living of the current residents in a significant way. The neighborhood may change from idyllic suburbia to bottlenecked urbania.

A further point to consider is the greater traffic patterns of the county. Every morning during rush hour, hundreds of cars make their way from Randolph Road via Kemp Mill Road to Arcola Avenue and from there to University Boulevard. Thus, University Boulevard services not only the adjacent neighborhoods, but rather the entire south county. Any narrowing of the roadway has potential to create tremendous havoc.

I strongly feel that most, if not all, of the current residents of the area stand only to lose from this proposed plan. I think that many residents are actually very content with the current state of the neighborhood and do not really want any changes made at all. I understand that the county has a need to create a growth plan that allows for more residences, but I do not feel that it is morally appropriate to impact the current residents in such a drastic manner.

I understand that many thousands of hours and dollars have gone into the drafting of the current UBCP, but I respectfully request that it not be implemented with its current intentions. Thank you so much for reading this letter. I very much appreciate all of the hard work that has been put into making this county a wonderful place to live!

Nachum Schwartz
Kemp Mill Estates

From: [Brett Kugler](#)
To: [MCP-Chair](#)
Subject: UBCP
Date: Thursday, February 20, 2025 6:02:37 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Mr. Harris,

Thank you for taking the time to read this email. I just wanted to share as a resident of Kemp Mill that I am absolutely frustrated with the UBCP. I never see bikers in those red painted lanes, rarely see busses, and they slow down traffic so much so that I mostly don't leave the neighborhood in that direction anymore. It causes more congestion on Arcola which makes our neighborhood more noisy and takes away lanes on a heavily used road (University). I have spoken with many people in my neighborhood (over 100 at least) and have only found 1-2 that seem happy with the plan. This has created tremendous frustration at our county elected officials and made us feel unheard. Please consider removing those red bud lanes and not slowing the speed limit further on University Blvd. Thank you again for reading this,
Brett Kugler

Sent from my iPhone

From: [Laura Margulies](#)
To: [MCP-Chair](#)
Subject: New 3 mile stretch Univ Blvd.
Date: Thursday, February 20, 2025 8:06:32 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

We are opposed to the proposed plan along the 3 mile stretch of University Bld. in Silver Spring and Wheaton. The new proposals will create tremendous traffic backups along University Blvd. It is already a heavy traffic area and your proposals, which will reduce the lanes available for cars is a terrible idea. The number of bike riders along this route is minimal at best, whereas the number of actual cars traveling along this road is significant. You tried this on University Blvd. and Arcola and it was a disaster for traffic. You should have learned from that experience.

Laura and Sheldon Margulies



Wheaton, MD 20902

From: [Chai Studio](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor plan
Date: Thursday, February 20, 2025 11:57:02 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Please do not change the Kemp Mill shopping center. The Orthodox Jewish community needs its kosher supermarket and having it within the community is not only convenient, it is economically beneficial. Forcing it to move somewhere else will be a financial burden not just on the business, but the whole community.

Additionally, there are numerous kosher restaurants in the shopping center which would also suffer huge financial setbacks if force to move. The synagogue is also next to the shopping center, making the area an important part of the whole community.

Why not use the empty lot on the corner of University and Viers Mill for high density housing? It was torn down years ago and has been unused ever since. That's the perfect place for it - close to the Wheaton shopping center and the Metro

The Orthodox community is an important tax-paying, voting part of the community. We appreciate when the county takes our needs and opinions into account. Please do not change this part of our community. We need it.

From: [Fran Rothstein](#)
To: [MCP-Chair](#)
Subject: University Boulevard proposal
Date: Thursday, February 20, 2025 12:25:36 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Traffic is already horribly congested during rush-hour and at other times on the segment of University Boulevard you are proposing to narrow. People are not getting out of their cars, no matter what you do. And, building more housing will bring more people. Please do not keep narrowing roadways. It might be worthwhile to calculate the pollution that results from roads that have already been narrowed, as well as the lost productivity time for workers who have a dramatically increased commute on those narrowed roads. Start with Piney Branch Road, perhaps?

Fran Rothstein

[REDACTED]

Silver Spring

From: [David Kardon](#)
To: [MCP-Chair](#)
Subject: Proposal for University Boulevard corridor
Date: Thursday, February 20, 2025 12:31:10 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good afternoon,

I am writing to you as a resident of the Kemp Mill region of Silver Spring for the past 25 years. I have seen the county's proposal for the University Boulevard corridor and I cannot fully express my dislike for this plan. As it is, the changes which have been made to University Avenue and to Georgia Avenue with the establishment of bus lanes have adversely affected my daily commutes, as well as my daughter's weekly transit from UM College Park to go to her local job. Further restricting the flow of traffic along the roads in our neighborhood is a significant imposition to those of us who already live in the area and is a large disservice to the community you are supposed to represent and serve. The reasons you give for the proposed changes are not in line with the thinking of many of the people in the community, including me and my entire family, and I fully disapprove of the proposed plan.

Sincerely,

David Kardon, MD

From: [Thompkins, Melissa](#) on behalf of [MCP-Chair](#)
To: [Thompkins, Melissa](#)
Subject: FW: UBCP plan for Kemp Mill
Date: Monday, February 24, 2025 12:39:33 PM

NOTE: Separate email was sent with mailing address: I see that you need my mailing address.
[REDACTED] Silver Spring, MD 20902.

From: [REDACTED]
Sent: Thursday, February 20, 2025 12:35 PM
To: MCP-Chair <mcp-chair@mncppc-mc.org>
Subject: UBCP plan for Kemp Mill

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

My taxes keep going up. Crime has gone up also and directly affected me.
I can't take a bus to work or bike. The bus and Metro is also very sketchy and has crime.
I have seen maybe a handful of bikes on University blvd in years. You can't bike except for maybe 3 months of the year as it is. My drive on University blvd is more congested since the speed is lower and has cameras and you take 2 lanes away for the buses that can't be used and never come on time anyway. More people in the area? Make my long commute longer?

Put this up for vote and let the people speak!

If this passes you don't have to worry about land for new housing since most people will just leave and you'll have all the land you want. I will for sure leave so my quality of life doesn't become worse.

-- A concerned citizen

From: [Elisheva D Cohen](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plan
Date: Thursday, February 20, 2025 1:33:02 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good afternoon,

As a Kemp Mill resident who travels up and down University Blvd multiple times a day, I respectfully request that you reconsider the plan that will reduce speed limits and reduce car lanes.

There's already a lot of traffic when I'm taking my children to school, and it would make my schedule more difficult if each trip takes even more time out of my day when I'm trying to balance work and family responsibilities.

Thank you,
Elisheva Cohen
Hyde Road

From: eric.m.towler@gmail.com
To: [MCP-Chair](#)
Subject: feedback on University Boulevard Corridor Plan
Date: Thursday, February 20, 2025 3:19:16 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Mr. Harris,

After reviewing the details of the plan I am indifferent/supportive of some parts but against other parts.

The parts to which I can agree:

- ensure handicap access where needed, such as widening the sidewalks, better shelter at bus stops, etc.
- Increase public transportation for students in particular that need it; having said this is should be done a in a thoughtful and deliberate manner as this is not needed at all times of the day

Some of the other parts of the plan I am against are as follows:

- Adding crosswalks is not nearly as necessary as adding overhead lighting to existing crosswalks, in particular on Arcola where is can be impossible to see those crossing
- Adding bike lanes if this isn't part of the existing bus lane
- Any taxpayer dollars to private builders and/or purchasers of any new property; if it is profitable to do so, builder will construct high-density housing and the market will determine the price
- Rezoning of what is now commercial property at the end of Lamberton or other residential area; saying that this does not require someone to sell means little if there is money to be made. And, this will destroy the neighborhood fee.

Thanks,

Eric

Eric M. Towler, Ph.D., PMP

[REDACTED]

Silver Spring, MD. 20902

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



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From: cholland_2@aol.com
To: [MCP-Chair](#)
Subject: UNIVERSITY BLVD CORRIDOR PLAN
Date: Thursday, February 20, 2025 4:00:50 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Sir,

I would like to express my opposition to the proposed University Blvd Corridor Plan. Execution of such a plan would cause serious quality of life issues for the people in my Kemp Mill community as well as other surrounding communities. Please do not implement this proposed plan!

Sincerely,

Concerned Montgomery County Resident,
Ann Hollander

From: [Mike Gabai](#)
To: [MCP-Chair](#)
Subject: Fw: University Blvd Corridor Master Plan for Kemp Mill
Date: Thursday, February 20, 2025 4:36:51 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Earlier I wrote to you regarding my comments about the University Blvd Corridor Master Plan. Others, including the Kemp Mill Civic Association, have already stated their objections to the proposed lane changes to University Blvd. My additional comments follow:

The Master Plan excludes the Kemp Mill Estates neighborhood from consideration, only including the Kemp Mill Shopping Center and surrounding condos/apartments, schools, park, and a few of the houses along Arcola Ave near the intersection with University Blvd. Yet the residents in this neighborhood will be negatively impacted by the not-so-well thought-out proposals and plans. The neighborhood needs unencumbered private vehicle (i.e., cars) access to University Blvd to go "westbound" to Wheaton and beyond, and "eastbound" to the Beltway and College Park. The proposed changes will isolate Kemp Mill, adversely affecting property values.

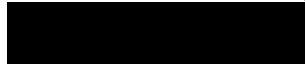
My wife and I are both retired, with two of our children living in the neighborhood within walking distance. Our physicians are outside the "15 minute living" area, and as we age, certainly not within walking distance. The shopping center is within the "15 minute walking" area, but is impractical and infeasible when carrying home several bags of groceries.

The homes in the neighborhood, built in the late 1950s - 1960s, have driveways for one or two cars, maximum. The streets are congested with cars and trucks parked on both sides of the street. Two cars coming from opposite directions typically result in an exciting game of "chicken" unless one of the cars finds a space to pull over to let the other car pass by. School buses have to navigate the narrowed streets with great care. Additional modifications (e.g., the "Access Road" from University Blvd through the shopping center) will only create additional stress on the already overburdened neighborhood streets.

I oppose the Master Plan, not because some changes are required, but the Plan is not well thought out when it comes to the secondary and tertiary effects on the Kemp Mill neighborhood.

Respectfully,

Michael Gabai (a home owner since July 1987)



Silver Spring, MD 20902

----- Forwarded Message -----

From: Mike Gabai <mike_gabai@yahoo.com>

To: mcp-chair@mncppc-mc.org <mcp-chair@mncppc-mc.org>

Sent: Tuesday, February 11, 2025 at 03:12:03 PM EST

Subject: University Blvd Corridor Master Plan for Kemp Mill

The available information in the Master Plan documents do not address the additional required infrastructure to support the Kemp Mill community. For example:

- 1) Additional families residing in the new apartments or

townhomes will have additional children at the different public and private schools in the neighborhood (e.g., Kemp Mill Elementary, Shannon Middle School, [new] Northwood High School, Yeshiva High School).

Does the Master Plan include additional schools to be built or existing schools to be expanded? If so, where? Will they be bussing the children to other schools nearby?

2) Traffic modifications (e.g., Univ Blvd connector through Towers and Kemp Mill Plaza) will mean additional traffic on Arcola Ave and through the neighborhood streets.

Does the Master Plan include widening Arcola Avenue? If so, how? Will property owners along Arcola Avenue be forced to sell?

3) Modifications to Kemp Mill Plaza stores will require the store owners to close temporarily while the modifications take place.

Shalom's Kosher Market is one of the few kosher markets serving the entire DC metro area, including Northern VA and Richmond VA. How will this demographic be served?

4) The concept of living and working in the same vicinity or commuting by mass transit is nice in theory, but in many cases infeasible. During my decades-long career living here, I worked in Northern VA (Tysons Corner, Reston, and Baileys Crossroads), DC, and Maryland (Columbia, Laurel, Greenbelt, and Landover). Rarely was mass transit available for these commutes. In the few cases where bus or train connectivity

existed, it took twice as long door-to-door (close to 2 1/2 hours each way) than driving.

5) A dedicated bus-only lane on University Blvd was a pilot project tried a few years ago. It led to increased congestion and traffic jams during rush-hour, especially when the right turn only lane from Arcola Ave to University Blvd was closed. Forcing the three lanes of traffic into two made the commute slow and painful, especially this changes to the traffic light patterns remain unchanged. The new Master Plan proposes widening University Blvd to accommodate pedestrian traffic better. Will that force the home owners and businesses to sell? The car lanes will be reduced from 12 feet to 11 (middle lane) and 10 (inner lane). Are those widths safe enough to avoid close-call accidents, especially during inclement weather?

Respectfully,

Michael Gabai (a home owner since July 1987)

[REDACTED]

Silver Spring, MD 20902

From: [Rosalyn Malin](#)
To: [MCP-Chair](#)
Subject: opposition to University Blvd Plan
Date: Thursday, February 20, 2025 4:54:09 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

As a Montgomery County resident and someone who frequently uses University Boulevard and the surround streets as part of my daily commute, I'd like to express my concerns with the proposed University Boulevard Corridor Plan.

In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the needs of the vast majority who drive. This is impractical and inequitable.

In particular, I oppose any plan to:

- Make the currently-underutilized bus lanes on University Blvd permanent, narrowing the lanes available to drivers.
- Eliminate designated lanes for right-turning vehicles to turn without a signal.
- Make University and Colesville two-lane roads at Four Corners, with no designated turnaround.
- Set speed limits along all of University between Four Corners and Wheaton of either 25mph or 30mph.

While each of these proposals has issues, the combined effect of all of them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life.

I encourage the Planning Board to reconsider the plan to better account for the tens of thousands of taxpaying Montgomery County families who drive on University Boulevard as part of their commute and daily life and who are voters.

Thank you,
Rosalyn Malin

[REDACTED]
Silver Spring, MD 20902

From: [Dr. Jack Leeb](#)
To: [MCP-Chair](#)
Subject: UBCP
Date: Thursday, February 20, 2025 5:32:49 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I am writing to express my disappointment with the proposed University Blvd Corridor plan, which would significantly diminish the neighborhood and quality of life the entire area covered by this ill-conceived plan.

In addition to the potential loss of the Kemp Mill Shopping Center, an anchor of the orthodox Jewish community in Kemp Mill, the various other schemes to force people out of their cars and into mass transit will not work.

This area is suburban, not a city, and the distances and commute times are too great for most people to bicycle, walk, or use mass transit. Blocking another lane on University Blvd is also ridiculous, since virtually no one uses the (supposedly temporary) bike lanes that have become permanent. In addition, adding "affordable" housing units to an already crowded area will just make traffic congestion even worse.

Please reconsider this terrible plan. Thank you.

Jack Leeb

[REDACTED]

Wheaton 20902

--

Jack Leeb, PsyD
Police and Public Safety Psychology

[REDACTED]



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From: [Rosalyn Malin](#)
To: [MCP-Chair](#)
Subject: serious problems with the University Blvd Plan
Date: Thursday, February 20, 2025 7:41:06 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

:As a resident of Montgomery County for fifty-three years and a resident of Kemp Mill for most of that time. I object to much of the University Boulevard Corridor Plan (UBCP). I am cognizant of the realities of the Planning Department goals, and yet know that they are contrary to the interests of residents and are detrimental to our quality of life.

A bus lane is acceptable, bike lanes that very few use and that worsen traffic are not acceptable. Further reduction of speed limits on a six lane major highway are detrimental, as ZERO speed would insure that no accidents occur. Many senior citizens are not able to bike or even walk to mass transportation. Trying to prevent accidents and come up with a "good speed" is not easy. Its a balancing equation and for those of us who must drive, the new proposal is much more than an inconvenience. It is over regulation and poor planning!

Permitting denser development in single family home communities harms our communities and engenders more traffic, less parking space, more need for public schools, more need for policing, and higher taxes and fees to pay for this. We have a beautiful community. Do not undermine it.

If you want more housing lessen the the cost and amount of regulation required by Montgomery County. The high cost and extreme amount of regulation our County has promulgated has contributed to making the cost of homes high. Those county costs are passed on to home buyers. Make the process simpler, quicker, and less expensive.

Thank you in advance for carefully considering my comments.

Sincerely,
Rosalyn Malin
[REDACTED]
silver Spring, MD 20902
[REDACTED]

From: [Dan Foster](#)
To: [MCP-Chair](#)
Subject: Written comments for public hearing - University Boulevard Corridor Plan - Quick and reliable automobile transit to and from 495
Date: Thursday, February 20, 2025 7:50:27 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.


How does the University Boulevard Corridor Plan address the need for unincumbered automobile transit from the University Boulevard corridor to and from 495?

As planners aim "to transition Four Corners from an auto-dominant center into a mixed-use, people-oriented center", and consider ideas such as potentially narrowing University Boulevard, or narrowing Route 29 lanes for dedicated BRT lanes, what part of the plan acknowledges and provisions for the everyday need for people in Four Corners and beyond to access the beltway via car? This legitimate need might not be in-style or mesh neatly with a vision of a more people-oriented center, but it is still a real need and will continue to be a need for decades to come and as such should be central to the plan.

Pedestrian safety is critical, and I am grateful that it will be improved, but we need a careful planning touch in Four Corners so while needed improvements are considered, let's be careful not to exacerbate already snarled automobile traffic.

While it's tempting to look at car driver needs and pedestrian needs as mutually exclusive, or overemphasize the hypothetical impact of solutions like BRT, I look forward to seeing how the plan will not overlook or de-emphasize quick and reliable automobile transit to and from 495. For many, it's the reason why we live here.

Four Corners resident

 Silver Spring, MD 20901

From: [Jonathan Katz](#)
To: [MCP-Chair](#)
Subject: Re: Comments on University Boulevard Corridor Plan (Working Draft)
Date: Thursday, February 20, 2025 9:46:52 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

My address is [REDACTED] Silver Spring, MD 20902.

On Sun, Feb 9, 2025, 3:10 PM Jonathan Katz <jkatz2@gmail.com> wrote:

To whom it may concern:

I live in the Kemp Mill neighborhood, and am deeply upset by the University Boulevard Corridor Plan (Working Draft). The plan calls for several changes that will have a significant negative impact on Kemp Mill, and the surrounding area, yet I feel that the Kemp Mill community was not consulted at all about these proposals until recently. (Indeed, the Kemp Mill Civic Association seems to have been taken by surprise when the plan was released on January, and its request for an extension to provide feedback was only partially granted.) At a minimum, I would encourage these plans to be put on hold until you can meet with community members to hear their concerns, as well as what they would like to see.

There are so many problems with the plan that I am not sure where to start. But let me begin by discussing proposed changes in the Kemp Mill neighborhood itself, specifically to the Kemp Mill Shopping Center and Arcola Ave. The Kemp Mill neighborhood has only two outlets: via Kemp Mill Rd to Randolph Rd, and via Arcola Ave. to University Blvd on one end and Georgia Ave. on the other end, Traffic on Arcola already backs up during the morning and evening commutes. The current plan would make this traffic much worse by:

- Adding additional housing at the Kemp Mill Shopping Center and along Arcola.
- Reducing the speed limit on Arcola.
- Eliminating the merge from Arcola to University Blvd. East.
- Eliminating right turn on red from University Blvd. East onto Arcola.

Many Jewish families live in the Kemp Mill neighborhood. While I was glad to see the report mention Jewish residents of Montgomery County, I did not get the sense that the writing of the report actually spoke with any current Jewish residents in the major Jewish communities (including Kemp Mill). The Kemp Mill Shopping Center is a lifeblood of the community, providing kosher shopping and dining options for residents of the neighborhood. Any disruptions to that would be hugely harmful to the existing community.

I don't understand the reasoning for reducing speed limits on University Blvd, Arcole Ave., and Lambertson Dr. Driving in Montgomery County is already bad enough -- not due to traffic volume, but due to poorly timed traffic signals, exceedingly low speed limits, poorly placed bus stops, and a reduction in car lanes on several key routes (including University Blvd. and Georgia Ave.)..

Other comments:

- The repeated focus on "walking, biking, and rolling" is completely impractical. (And I say this as someone who walks my dog on the trails in Kemp Mill every day.) I never see bikers

or walkers (or rollers!) on University Blvd. Where would they be going? Most people cannot walk/bike/roll to work or even the Metro. A car is a necessity for the majority of professionals living here.

- Have you taken into account the likely reduction in the Federal workforce (including contractors) as a result of the current Trump administration?

Thank you for your consideration,
Jonathan Katz

From: [Shifra S.](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plan
Date: Thursday, February 20, 2025 9:58:50 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

As a Montgomery County resident and someone who frequently uses University Boulevard and the surround streets as part of my daily commute, I'd like to express my concerns with the proposed University Boulevard Corridor Plan.

In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the needs of the vast majority who drive. This is impractical and inequitable.

In particular, I oppose any plan to:

- Make the currently-underutilized bus lanes on University Blvd permanent, narrowing the lanes available to drivers.
- Eliminate designated lanes for right-turning vehicles to turn without a signal.
- Make University and Colesville two-lane roads at Four Corners, with no designated turnaround.
- Set speed limits along all of University between Four Corners and Wheaton of either 25mph or 30mph.

While each of these proposals has issues, the combined effect of all of them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life.

I encourage the Planning Board to reconsider the plan to better account for the tens of thousands of taxpaying Montgomery County families who drive on University Boulevard as part of their commute and daily life.

Thank you,

Shifra Shaulson Kuritsky



Silver Spring, MD, 20902

From: ymscher@yahoo.com
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plan
Date: Thursday, February 20, 2025 11:26:30 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hi,

I have been a resident of the Kemp Mill neighborhood in Silver Spring now for about 25 years. It is a very special place to live and I am happy with the community and the environment.

I was very upset to hear the details of this plan. We are a family of 10. We rely upon the roadways to transport our kids and do not feel that bike lanes, limited streets, or additional access to public transportation will benefit our family. Rather, it will create more stress upon us and the community as we go about our daily activities. Additionally, we rely upon the Kemp Mill shopping center for so much of our shopping. If this is impacted, it will have a detrimental effect on our lives.

We cannot rely on public transportation and will be extremely upset if our roads are closed, narrowed, or limited in any way. Getting our kids to our local private school in the mornings and bringing home in the afternoon will become even more stressful.

Thank you for your consideration,

Yitzi Scher

From: [Roberta](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor
Date: Friday, February 21, 2025 10:13:14 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To Chairman Harris and the Planning Board:

First I want to say, I get it. I understand that the county would like to reduce vehicle traffic and encourage greater use of public transportation. It is a wonderful concept and has worked well in cities like New York and London.

It has not worked so well, however, in suburbia. It could perhaps if there were innumerable buses, trains, subway routes, etc in and out of every neighborhood in the county. But there are not.

And even if people living in the suburbs could be persuaded to take public transportation to work, there is still grocery shopping, doctor visits, family visits....all over the county. One might live in Olney and have family in Bethesda or Rockville ... you get it, I know.... and doctors in Silver Spring, Rockville, Fairfax!

In NYC one would take a taxi, a bus or a subway for all of this. But not in Westchester. And not in suburban Maryland.

The population of the lower county is already enormous. PLEASE, consider building housing in the less populated northern areas of the county.

Thank you for taking the time to read my concerns.

Sincerely,

Roberta Redfern

Silver Spring

and a native of Montgomery County since almost forever....1966 graduate of Northwood HS

From: [Alec U](#)
To: [MCP-Chair](#)
Subject: Univesity Corridor Master Plan
Date: Friday, February 21, 2025 11:36:22 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Esteemed planning commission

As a resident of Kemp Mill neighborhood, an area directly impacted by the University Corridor Master Plan I would like to voice the following objections:

1.
There were previous "Master Plans" to revitalize different areas in Wheaton that were never implemented. If the goal of the University Corridor Master Plan is to increase housing density and to expand the economic base in the county, the already existing central districts would seem to be ideal areas to do so. Instead, nothing really happened. Although the board claims there is no market for Wheaton redevelopment, it partly due the abandonment of any efforts to revitalize the area. Instead, Wheaton has seen a proliferation of down scale business and empty storefronts. Similarly, the County failed to maintain the vibrancy of the Downtown Silver Spring, allowing for proliferation of "lounges" along the Georgia avenue. The solution that the University Corridor Master Plan seems to offer is to tear up existing thriving business locations: Kemp Mill and Four Corners Shopping Centers.
2.
The push to increase higher density housing in previous low density neighborhoods appears to be centered on the South East part of the county. Due to community outcry and support of the County Executive, similar plans were abandoned in more affluent communities like Bethesda, Rockville and Potomac. This is an outrage. Since the goal is to increase the volume of affordable housing, the Planning Board is intended to essentially concentrate poverty downcounty, sparing the more affluent areas. This in term would adversely affect the property values of the existing residents, many of who lived in the area for generations. You are essentially taking our opportunity to pass on generational wealth to our children for the sake of an ill conceived social experiment that spared the wealthier parts of the county.
3.
The war on vehicular traffic waged by the Planning Commission to restrict access to local neighborhoods from the University Boulevard seems to simply to inconvenience the residents of the affected areas. Despite what the Planning Commission thinks, there is simply no walkable destination along University Boulevard. Moreover, residents rely on University Boulevard to access critical services, such as grocery stores. I sincerely doubt that the elderly residents of the affected neighborhoods are

willing to walk or bike with a week worth of groceries.

4.


The whole notion of if we build it, they will come is absurd. There is simply no demand for bikeable, rollable, walkable space along University Avenue. The ill fated bike lane pilot should have taught you that lesson: nobody used it. Improving recreational biking infrastructure, like updating existing bike paths to accommodate both walkers and bikers better is probably a better strategy to meet the needs of the community.

In summary, the University Corridor Master Plan is an ill conceived idea foisted on the community by two elected officials and few special interest groups that hardly represent the will or needs of the community.

Sincerely
Alec Ulasevich, PhD
Kemp Mill

--

Alec Ulasevich
alec.ulasevich@gmail.com

 Silver Spring, MD 20902

From: [Aliza Blumenfeld](#)
To: [MCP-Chair](#)
Subject: Vote Against the University Blvd Corridor Plan
Date: Friday, February 21, 2025 2:04:04 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

As a Montgomery County resident and someone who frequently uses University Boulevard and the surrounding streets as part of my daily commute, I'd like to express my concerns with the proposed University Boulevard Corridor Plan.

In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bikes over the needs of the vast majority who drive. This is impractical and inequitable. In fact, during COVID, when the county used state funds to turn the University Blvd right lanes from the Four Corners areas to Amherst Ave into permanent bike and pedestrian lanes, it was a disaster. I took University Blvd every day during that time period and can count on one hand the amount of times I saw any bicyclists or pedestrians using those lanes. And the result of removing one lane from that major road and cutting off the right turn from Arcola Ave onto University turned a smooth traffic pattern into a congestion disaster. This also caused an increase in environmental Co2 emissions due to the increase in congestion and stopping and starting of cars, which this proposed plan will exacerbate.


In particular, I oppose any plan to:

- Make the currently-underutilized bus lanes on University Blvd permanent, narrowing the lanes available to drivers.
- Eliminate designated lanes for right-turning vehicles to turn without a signal.
- Make University and Colesville two-lane roads at Four Corners, with no designated turnaround.
- Set speed limits along all of University between Four Corners and Wheaton of either 25mph or 30 mph.
- Rezone the Kemp Mill Shopping Center for high-density "affordable" housing. This will necessarily increase congestion along Arcola Ave, increase crime, eliminate a vital commercial area for the community, and decrease the quality of life in the Kemp Mill area.

While each of these proposals has issues, the combined effect of all of them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life.

I encourage the Planning Board to reconsider the plan to better account for the tens of thousands of taxpaying Montgomery County families who drive on University Boulevard as part of their commute and daily life.

Thank you,
Aliza Blumenfeld

 Silver Spring 20902

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Aliza Blumenfeld

From: [Todd and Emily Friedman](#)
To: [MCP-Chair](#)
Subject: Opposed to University Blvd Plan
Date: Friday, February 21, 2025 2:59:54 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I am writing as a resident of Kemp Mill to state that I am opposed to this plan as it stands now. You do not appear to have taken the community's needs into consideration on several levels- including both cultural and traffic related.

Emily Friedman



From: [Jessica H](#)
To: [MCP-Chair](#)
Subject: University blvd corridor opposition letter. PLEASE READ ALL
Date: Friday, February 21, 2025 3:39:02 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To Whom This May Concern,

I have looked through the 150 page proposal and come to the conclusion that your planners do not have any grasp of my community or it's needs. It seems there is an agenda to decrease cars and inconvenience car drivers. This is your overall theme of your proposal - it is not about beautifying, offering services , or improving our lives.

Regarding your bus lanes, I commute up and down Georgia and University every day and my commute time has nearly doubled because of the bus lanes. If you checked ridership I suspect it would be much lower than your prior numbers because of the Northwood High School closure. The majority of the bus traffic has always been the high school twice daily. I do not think you understand your bus ridership and more specifically the Kemp Mill Estates community.

Do you expect residents who live in Kemp mill Estates to walk 2 or more miles to the few bus stops on Arcola (which by the way have no protection from the weather!) No buses run through our the neighborhood. My house is nearly 1 mile to a bus stop.

Furthermore, we are a carpool community. Many of us have multiple children and send to private school. The county does not provide school buses, thus we drive large vans and minivans. Many in the community also work for the government so after driving carpool they drive into DC. This is the community we have. This will not change without school busing regardless of how many bus lanes you install. We all will still have to drive.

Regarding your proposal for higher density housing, eventually it may be a benefit but so far the higher density housing we have has brought increased crime and poor living conditions. The Warwick has weekly evictions - furniture strewn out in the grass, disabled residents are left for days in the lobby because the elevator is broken, and the Towers and Warwick have the highest crime rates in the neighborhood. Do not add more until you fix what is wrong.

Furthermore, major construction near the Kemp Mill shopping center will put the ONLY LOCAL KOSHER GROCERY and 3 local kosher restaurants out of business.

Regarding your insane speed limit proposals.

University Boulevard: Lowered to 30 mph throughout and 25 mph in Wheaton

Colesville Road: Lowered to 30 mph

Arcola Avenue: Lowered to 20 mph

Dennis Avenue: Lowered to 20 mph

Lamberton Drive: Lowered to 20 mph

I cannot even comprehend what you are thinking. Arcola and University are already way too slow. 20 mph is slower than ANY residential road. ARCOLA is a single lane road that allows us to get from University to Georgia to Veirs Mill. You want to slow us to a single lane crawl for what reason? Colesville is an actual highway - I take it until to get to 70 and Baltimore. Why would you lower the speed limit to barely residential? University should be at minimum 40 and Arcola 35 mph. Why, it's almost as if you want to discourage this neighborhood from driving?

Regarding the complete ban on right turns on red at every signalized intersection within the University Boulevard Corridor area, why? We have one example already (the light at right hand turn from University to Arcola) and everyone knows it is timed incorrectly. I have lived here 14 years and no one has fixed the timing. You could get double the cars through by just fixing that light. Has anyone in your commission actually sat at that light and noticed the problem? Red light right hand turns help traffic move! Our county does not know how to time them for efficiency.

Regarding the elimination of Merge Areas: Removes merge zones, including the 'yield area' from Arcola Avenue on University Boulevard. You did this when you had put in the disastrous bike lanes and it led to massive traffic back up on Arcola.

In summary, you seem keen on stressing your desire to preserve the Jewish community and it's history and yet it disregards EVERY NEED of this small centrally located community.

In fact, your proposal clearly shows that you have not done your research, do not understand the special nuances or needs of this community, nor have any desire to learn them.

If you actually want to discuss, please reach out to me.

With absolute disappointment,

Jessica Hershenson , MD

A black rectangular redaction box covering the signature of Jessica Hershenson.

From: [CHRISTA Hojlo](#)
To: [MCP-Chair](#)
Subject: Montgomery County Planning
Date: Friday, February 21, 2025 3:59:11 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

- > Dear Chairman Harris
- > As an active member of the Kemp
- > Mill community I am writing in opposition to the plan proposal as is. In an effort to manage traffic and increase density of “affordable “ housing the plan destroys
- > in tact communities such as Kemp Mill. And the thought of building a road and housing through an active shopping center Kemp Mill shopping center that has a DMV and other longstanding businesses is simply appalling to me.
- > This area has what the plan addresses. It has walkable businesses that service two high rise apartments and condos as well as a wide area of homes where residents can and DO walk to. Destroying an intact business area for more housing and a road is simply abusive of scarce resources.
- > Yes managing traffic better on University Blvd has some merit but not at the expense of destroying the good that’s there
- > The current approach to bus lanes is confusing and people use the red lined lanes to pass the crowded vehicles going slower. Dangerous at best.
- > I cannot support county leaders who are so myopic in thinking that destroying the good that exists for something not well envisioned could possibly serve Montgomery County taxpayers well. Taxes are already too high here.
- > How much more housing are we going to subsidize
- > Thank you for your attention to this matter
- >

Christa Hojlo
Sent from my iPhone

From: [Aaron Margolies](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan (UBCP)
Date: Friday, February 21, 2025 4:21:33 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Mr Artie Harris,

I am opposed to the UBCP as outlined in the published proposal as follows:

1. Reducing travel lanes on Univ Blvd will cause traffic delays to become unbearable and cause increased hardship to already slow traffic movement.
2. Rezoning the Kemp Mill Shopping area to allow affordable high-density housing will add unnecessary increased traffic in the area and have a significant negative effect on the special character of the current neighborhood. Furthermore, adding additional access to the shopping center will undoubtedly cause an increase in crime in the area. My experience as an insurance professional can attest to whenever there is easy access to main roads and ultimately to interstate highways, crime increases as an easy "getaway" route is created. The low crime rate now experienced in the Kemp Mill is a result of the inaccessibility to high speed gateway routes.
- 3 More attention should be given to the needed updating and development of "downtown" Wheaton which is already having a negative impact on the Univ Blvd area.

Thank you for your consideration in this matter.

Aaron and Laurie Margolies

[REDACTED]

Silver Spring MD 20902

From: [Anna Graulich](#)
To: [MCP-Chair](#)
Cc: [Daniel Graulich](#)
Subject: No to the University Boulevard Corridor Plan
Date: Saturday, February 22, 2025 8:23:55 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I strongly oppose the University Boulevard Corridor Plan. The Board's lack of transparency and short notice for public review demonstrate disregard for residents' concerns.

The proposed rezoning and traffic changes will harm organic community growth and development by making the area less attractive to existing and future residents and businesses. The plan will displace long-term residents, strain local infrastructure, reduce access to community resources and local businesses, and undermine existing neighborhoods. The plan will increase congestion and make travel more burdensome and dangerous for drivers, pedestrians, bicyclists, and emergency responders. The plan also fails to assure that security measures will be implemented to address increased safety concerns associated with greater urban density and public transportation.

I urge the Board to postpone approval, allow more public input, and choose market-driven alternatives.

Sincerely,

Anna Graulich
Daniel Graulich

Sent from my iPhone

From: [Shana Siesser](#)
To: [MCP-Chair](#)
Subject: Opposition to the University Boulevard Corridor Plan
Date: Saturday, February 22, 2025 8:45:06 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members:

I strongly oppose the University Boulevard Corridor Plan. The Board's lack of transparency and short notice for public review demonstrate disregard for residents' concerns.

The proposed rezoning and traffic changes will harm organic community growth and development by making the area less attractive to existing and future residents and businesses. The plan will displace long-term residents, strain local infrastructure, reduce access to community resources and local businesses, and undermine existing neighborhoods. The plan will increase congestion and make travel more burdensome and dangerous for drivers, pedestrians, and emergency responders. The plan also fails to assure that security measures will be implemented to address increased safety concerns associated with greater urban density and public transportation.

I urge the Board to postpone approval, allow more public input, and consider market-driven alternatives.

Sincerely,

Shana Siesser

[REDACTED] Silver Spring, MD 20902

From: [Rosalyn Malin](#)
To: [MCP-Chair](#)
Subject: opposition to University Blvd Plan
Date: Saturday, February 22, 2025 8:47:58 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members:

I strongly oppose the University Boulevard Corridor Plan. The Board's lack of transparency and short notice for public review demonstrate disregard for residents' concerns.

The proposed rezoning and traffic changes will harm organic community growth and development by making the area less attractive to existing and future residents and businesses. The plan will displace long-term residents, strain local infrastructure, reduce access to community resources and local businesses, and undermine existing neighborhoods. The plan will increase congestion and make travel more burdensome and dangerous for drivers, pedestrians, and emergency responders. The plan also fails to assure that security measures will be implemented to address increased safety concerns associated with greater urban density and public transportation.

I urge the Board to postpone approval, allow more public input, and consider market-driven alternatives.

Sincerely,

Rosalyn Malin

[REDACTED]
Silver Spring, MD 20902
[REDACTED]

From: [zvi malin](#)
To: [MCP-Chair](#)
Subject: opposition to University Blvd plan
Date: Saturday, February 22, 2025 8:59:47 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members:

I strongly oppose the University Boulevard Corridor Plan. The Board's lack of transparency and short notice for public review demonstrate disregard for residents' concerns.

The proposed rezoning and traffic changes will harm organic community growth and development by making the area less attractive to existing and future residents and businesses. The plan will displace long-term residents, strain local infrastructure, reduce access to community resources and local businesses, and undermine existing neighborhoods. The plan will increase congestion and make travel more burdensome and dangerous for drivers, pedestrians, and emergency responders. The plan also fails to assure that security measures will be implemented to address increased safety concerns associated with greater urban density and public transportation.

I urge the Board to postpone approval, allow more public input, and consider market-driven alternatives.

Sincerely,
Zvi Malin

[REDACTED]
silver spring, MD 20902
[REDACTED]

From: [Aviva Symes](#)
To: [MCP-Chair](#)
Subject: oppose UBC plan
Date: Sunday, February 23, 2025 3:31:23 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

As a resident of Kemp Mill for the past 20 years, I am very much opposed to the proposed UBC plan. I rely on University Blvd for my drive to work in Bethesda - an area that is not easy to access by public transport from our area. The current bus lanes are already slowing traffic, and also therefore making it take longer to turn against traffic to connecting roads, so that there are longer build ups of left turning cars. There are almost never buses in these lanes, and it seems like their existence is not benefiting many. Therefore the benefit / detriment balance is very much in favor of harming traffic and the majority of residents.

Taking away right turn lanes out of the neighborhood in Kemp Mill onto UBC will also have a very bad effect on traffic in Kemp Mill as was seen in the first trial of these bus lanes.

As for the proposed zoning changes in the Kemp Mill shopping centre. Why would you want to change something that is working well, and is a successful neighborhood shopping centre, with access to Sligo Creek, and many shops and the DMV that many people also use from outside the neighborhood. Our kids grew up in this neighborhood and were able to walk alone to the shopping centre, from the age of 10 or so, giving them a wonderful sense of independence and we were secure in the knowledge that the community was safe and supportive. For all these reasons and many more I oppose the UBC

Aviva Symes

From: [Marian Merewitz](#)
To: [MCP-Chair](#)
Subject: UMC plan
Date: Sunday, February 23, 2025 9:47:06 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members:

I strongly oppose the University Boulevard Corridor Plan. The Board's lack of transparency and short notice for public review demonstrate disregard for residents' concerns.

This plan affects the entire local, Baltimore, DC, northern Virginia, and Maryland Jewish communities. This local community has shops and restaurants that are visited regularly by Jews in all parts of the above mentioned areas. This is a vital source for basic needs of the Jewish community. People regularly travel from far distances just to access this community and the resources available.

Without proper outreach to the Jewish communities this shows a clear and obvious bias and disregard for the very constituents you should be supporting in your work!

The proposed changes will have a regional negative effect and this was not at all considered in this process.

The proposed rezoning and traffic changes will harm the existing community fabric of this area with a significant negative impact on the surrounding Jewish communities. The plan will displace long-term residents, reduce access to community resources and local businesses, and undermine existing neighborhoods.

I urge the Board to postpone approval, allow more public input, and consider market-driven alternatives.

Sincerely,

Marian Merewitz

[REDACTED]

Brookeville, Md. 20833

[REDACTED]

Sent from my iPhone

From: bonsoleil@gmail.com
To: [MCP-Chair](#)
Subject: public comment for University Blvd Corridor Plan
Date: Sunday, February 23, 2025 1:45:27 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello, I live on Dallas Ave close to Renfrew/Dennis, so I am directly impacted by the county's plan.

I do NOT support the county's proposal to rezone this area for multi-unit dwellings. As a resident, I do not support multi-unit dwellings or additional commercial properties in the currently-residential areas that are located away from Colesville (such as Dennis Ave at University Blvd). I am against the rezoning proposition for the following reasons:

1. the County has not even addressed the needs of current residents and therefore cannot accommodate additional residents: crime has spiked in our area (there are even home invasions now), there have been multiple water main breaks resulting in 24+ hours without water, it already takes weeks for roads to be paved or repaired, and police routinely do not respond to residents' calls regarding illegal activity (the most blatant being the illegal fireworks on December 24). Adding additional residents without addressing the current needs will only tax our resources and systems more. We are told there aren't enough police to respond to resident calls or patrol the neighborhood now. We are told that the water pipes are very old and need to be replaced. We are told that police are underfunded and understaffed. The county should address these worsening issues before overtaxing the area with more residents, more commercial buildings, and more use. My representative (Mink) already doesn't respond to my emails - the County needs to respond to current residents and our concerns and needs before adding more population and density.

2. The noise in the area has increased dramatically over the past few years. I am woken up throughout the night every night from noise along university blvd - cars without mufflers (since the County decriminalized this), cars drag racing, cars speeding, planes flying overhead (we were never on the flight path before and now they start at 6am everyday), helicopters, barking dogs that are left outside all night, the beltway noise, lawnmowers, construction noise, leafblowers. The county does not even enforce the current noise ordinance or the gas-powered leafblower (when residents call or email, we're simply ignored). Changing the zoning to multi-unit dwellings will only further increase the noise, since the County refuses to enforce current laws. Many of us pay high property taxes here so we can enjoy some peace and quiet and nature, and now you're taking that away from us while increasing taxes. This will impact the housing market in the area, as people will leave the area due to worsening crime, noise, and unresponsive county reps/police.

3. The County should concentrate the growth in downtown silver spring or at the woodmoor area instead of adding sprawl to the residential areas.

4. The county should require nicer, higher-caliber businesses in the area. Woodmoor is full of fast food, corporate chains, and ugly storefronts. The area looks increasingly more run down and chintzy each year. Why add more traffic, trash, and noise before addressing these issues? there isn't a single nice restaurant or store in that area. Every new business is more fast food, which is not only an eyesore but also unhealthy for residents.

I DO support the following components of the plan:

5. adding more tree canopy - this will make the area look nicer, provide shade for pedestrians,

mitigate climate change impact, and increase property values. PLEASE make sure to include a budget and system for maintaining the trees after planting! they need consistent care for at least 2 years after planting so we're not stuck with dead trees along the streets.

6. landscaped buffers - I always support native plantings in the area to help with stormwater management and blight. Please have a system for dealing with trash. all the fast food chains contribute to more trash on the streets at woodmoor. there's no use in paying for landscaping if it will just be covered in trash. the county needs to include upkeep and trash removal on a regular basis.

Erin Healy



From: [Chaya Topas](#)
To: [MCP-Chair](#)
Subject: Input for University Boulevard Corridor Plan
Date: Sunday, February 23, 2025 3:07:43 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To Whom it May Concern:

I am against the proposed University Boulevard Corridor Plan. It will increase traffic in Kemp Mill and the surrounding areas where there is already significant traffic. I already have an hour plus commute to work in DC and the last thing this area needs is more traffic. Furthermore, your plans would make grocery shopping difficult during your reconstruction of the Kemp Mill shopping center which we rely to efficiently purchase groceries.

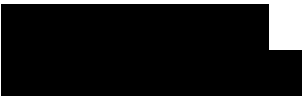
This plan would drive the current community out of Kemp Mill, plummeting real estate prices and forcing this area into a recession and crime.

I hope you will take the input from our community when making a decision about this area. The area that would most benefit from this plan would be downtown Wheaton.

Best,
Chaya

--

Chaya Topas




From: cortell@aol.com
To: [MCP-Chair](#)
Subject: Opposing plan for UBC
Date: Sunday, February 23, 2025 5:09:16 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good afternoon,

i am a resident of Montgomery County and Kemp Mill. I am writing to express my opposition to the UBC. I am concerned it will make driving in the neighborhood difficult and overwhelm our infrastructure and institutions. It will negatively impact many of our Kosher establishments in the Kemp Mill shopping Center. It will negatively impact our Jewish community as a whole and is not sensitive to the cultural needs of our ethnic minority community. Also, as stated in the plan "Montgomery County lacks a comprehensive understanding of architectural and cultural resources associated with Jewish history. Synagogues, schools, institutions and businesses in the Plan area should be studied as part of a larger effort to evaluate this integral part of Montgomery County.: This also doesn't mention our Kosher establishments. Also, there a number of things unclear in the plan.

Thank you,
Ranon Cortell


Silver Spring MD 20902.

From: [Malva Levin](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plan Concerns
Date: Sunday, February 23, 2025 5:28:41 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

As a Montgomery County resident and someone who frequently uses University Boulevard and the surround streets as part of my daily commute, I'd like to express my concerns with the proposed University Boulevard Corridor Plan.

In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the needs of the vast majority who drive. This is impractical and inequitable.

In particular, I oppose any plan to:

- Make the currently-underutilized bus lanes on University Blvd permanent, narrowing the lanes available to drivers.
- Eliminate designated lanes for right-turning vehicles to turn without a signal.
- Make University and Colesville two-lane roads at Four Corners, with no designated turnaround.
- Set speed limits along all of University between Four Corners and Wheaton of either 25mph or 30mph.

While each of these proposals has issues, the combined effect of all of them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life.

I encourage the Planning Board to reconsider the plan to better account for the tens of thousands of taxpaying Montgomery County families who drive on University Boulevard as part of their commute and daily life.

Thank you,

Malva Druskin



Silver Spring, MD 20902

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To: [MCP-Chair](#)
Subject: University Blvd Corridor Plan Concerns
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Thank you,

Malva Druskin



Silver Spring, MD 20902

From: [Carole Silvermetz](#)
To: [MCP-Chair](#)
Subject: University Corridor Plan
Date: Sunday, February 23, 2025 10:22:09 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I am ADAMANTLY opposed to "urbanizing" my neighborhood. The narrowing of Arcola and then the narrowing of University has made travel a frustrating nightmare. Our quality of life is being destroyed. The plan is not serving the Kemp Mill community. It is designed for a population that should be served in urbanized areas. We are not zoned as URBAN, we are zoned as , RESIDENTIAL. As a taxpayer, I do not want to change the status of the community that I love.

I spoke at the last meeting about the changes on (bike lanes and now bus lanes) that impacted our community without and the lack of directly notifying us about the proposals and meetings. If Montgomery County can send out fliers for recycling and for HIV medical clinics, SURELY they can notify us about road changes that affect our DAILY commutes, shopping, recreation and carepool. When I brought this up at the last meeting, the committee concurred that they could do better notifying us in the future. Once again, they did not! We received NO notification.


The area that you are targeting to urbanize, is outside of the map for metro urbanization. Who gave you the right to "amend" it? Why haven't you met with our civic association? How will you compensate us when the value of our properties drop significantly? How will you compensate us for the frustration of CAUSING traffic, for not allowing us to live the suburban life that we chose, which is being taken away without our consent?

One of the PAID consulting reports that the county paid for and received specifically said NOT to ruin this treasure of a community. You are taking away a lifestyle that we have invested in and DESTROYING IT.

Roads were built for travel and commerce. This is the ONLY county in Maryland that is taking away travel freedom from its citizens and FORCING traffic. YOU ARE NOT REPRESENTING YOUR TAX PAYERS...

Certainly this would not be imposed on Chevy Chase or Potomac...

Carole Silvermetz

 Silver Spring, MD 20902

From: [Andrew Stein](#)
To: [MCP-Chair](#)
Subject: Comment on University Blvd corridor plan
Date: Sunday, February 23, 2025 10:57:14 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I'd like to focus my comments on the proposed reduction in speed limits and elimination of traffic lanes (merge and bus lanes). These will make traffic worse than it already is to almost no benefit in terms of increased public transit use. The proposed speed limits are preposterously low and will not be adhered to as they are completely unrealistic. This will inevitably lead to the county bleeding people dry through more speed camera tickets, which of course impact lower income drivers the most. I'd like to see the data for the Georgia Ave bus lanes-have they increased public transit use? If not, why double down on policies that make people's lives more stressful, cost taxpayer money, and are not effective?

One other comment: if the county wishes to encourage public transit, it should not charge ridiculous parking rates at the Amherst garage. I can park in downtown DC for around the same price as a daily spot at the Amherst garage of over \$10 (not to mention the metro fare) which is insane. I'd prefer to take public transit but it is more economical to drive. This is a public policy fail.

The area subject to this plan is suburban, and the reality is that most people rely on cars to get to their jobs, school, shopping, and medical appointments. Imposing an urban framework on a suburban model is magical thinking. Please focus on improving the quality of life for residents, and not on promoting the latest urban development fads, laden with buzzwords.

Thank you for your consideration,
Andrew Stein

[REDACTED] Silver Spring, MD 20902

From: [BARRY SILVERMETZ](#)
To: [MCP-Chair](#)
Cc: [Carole Silvermetz](#)
Subject: University Boulevard Corridor Plan - Comments from a Kemp Mill Resident
Date: Monday, February 24, 2025 12:47:23 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I am Barry Silvermetz, a resident of Kemp Mill for over 25 years. I have seen the growth of our community with many wonderful, active people residing in Kemp Mill. We are a caring, giving community that enjoys diversity of thought and diversity of people.

The University Boulevard plan is a very detailed and well-meaning plan that re-thinks the possibilities of our area. I commend you on such thinking. I do, however, have major concerns with the draft proposal.

Regarding the Kemp Mill community, we have limited access to the main streets of Wheaton, including most notably University Boulevard. Our only access is via Arcola Avenue.

We have experienced a decrease in the accessibility to get in and out of our community. This began with the narrowing of Arcola Avenue to limit it to two lanes. This has been further limited with the removal of a car lane on University due to the ongoing Pilot Bus program.

We are further constrained in our transit by an encirclement of bus lanes on University Avenue and Georgia Avenue and the continued reduction in speed limits on these roads.

The draft plans as envision will only worsen the travel limitation to and from Kemp Mill by further restricting car travel on University Avenue and by adding additional housing units along the University corridor, including perhaps additional housing units within the Kemp Mill Shopping Center area.

While I can applaud the desire to improve access for biking, walking and rolling, there does not seem to be enough usage of those transportation methods to justify the enormity of the changes being proposed. I would like to see the data and analysis on the actual benefits derived from the pilot bus program, including time savings, increased bus usage, and bike traffic.

Regarding making the roads safer for all users, I would like to see the data of the accidents reported in the draft plan along with their causes. Going slower may help reduce accidents, but the addition of all of the bike lanes, speed cameras and crosswalks may actually increase the rate of accidents.

And while every life is precious, it is a fact that as you cause people to lose time due to increased traffic or slower traffic, you also impact the quality of life and may in fact impact the speed of access to life-saving services, resulting in unnecessary deaths. These considerations are not included in the overall draft. The goals of the plans are lofty, but the negative impact is great to many.

I strongly recommend a pause in the process and a re-engagement of the larger community that is impacted by this lofty plan.

As a recommendation, a more simple and cost effective plan to improve safety and to

assist bike riders, walker and rollers could involve adding attractive fencing along University Boulevard. And rather than adding crosswalks and slowing traffic, more palatable plan could involve building overpasses for crossing the road.

Another though that is much less expensive is to implement a local shuttle service. This could target areas that need a means of travel.

What I recall is a plan that involved expanding the business growth in Wheaton. That plan never took hold. If such a plan was truly implemented, then there would be more reason to enhance the public transportation, as the local business booms and people would seek to go to Wheaton.

At this time, there is not much reason for usage of bikes and rollers. There is not much need for walking along University Boulevard.

So at the upcoming meeting, please share and justify the expected increase in usage of these enhancements that are proposed in the plan. Please explain how slower traffic and crosswalks are a better approach to safety than my suggestions. Please consider the negative impact of the proposed changes to the quality of life of those that live in Kemp Mill.

I am open to a discussion on the draft plan and look forward to hearing more about the plan at the upcoming meeting.

Regards,

Barry Silvermetz



From: [Mordecai Altose](#)
To: [MCP-Chair](#)
Subject: Concerned Resident Opposed to the University Blvd Corridor Plan
Date: Monday, February 24, 2025 10:53:14 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chair Harris,

I hope you're doing well. I'm writing as a concerned resident of Montgomery County who deeply cares about the future of our community. While I appreciate the intent behind the University Boulevard Corridor Plan (UBCP), I strongly believe that the proposed changes will do more harm than good—particularly in terms of traffic congestion, pollution, and overall quality of life.

University Boulevard is a major road that thousands of people rely on every day. Reducing lanes and lowering speed limits to 25-30 mph will cause serious traffic backups, forcing cars onto side streets and increasing commute times. More idling traffic means more pollution, and congestion doesn't just go away—it spreads into surrounding neighborhoods, making them less safe for both drivers and pedestrians.

I'm also very concerned about the proposed rezoning of areas like the Kemp Mill Shopping Center for high-density housing. Our community is already struggling with crowded schools, limited parking, and aging infrastructure. While affordable housing is important, adding large residential developments without expanding our roadways and public transit options will only make these problems worse.

We all want a walkable, safe, and sustainable community, but this plan feels rushed and one-sided. Instead of drastic lane reductions, why not invest in targeted improvements like better crosswalks, pedestrian signals, and protected bike lanes that don't choke traffic flow? A more balanced approach would allow for safer streets without causing unnecessary frustration and disruption.

I urge you and the Planning Board to reconsider the UBCP as it stands. The residents of Montgomery County deserve a plan that truly works for everyone—not one that forces congestion and pollution onto our daily lives. Please listen to the voices of the community before moving forward with such impactful changes.

Thank you for your time and consideration.

Sincerely,

Mordecai Altose



From: [Yisroel Brumer](#)
To: [MCP-Chair](#)
Subject: Significant concerns about the Montgomery County university Boulevard plan and 2050 vision
Date: Monday, February 24, 2025 11:57:31 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I am a resident of Kemp Mill and am extremely concerned about your university Boulevard plan and 2050 vision. Both struck me as extremely unwise with significant negative side effects.

Further, I am very hesitant to say this, but they both come across as attacks on the Jewish community, significantly affecting our ability to attend synagogue and access kosher food. While I am loathe to attribute antisemitism, in an age where antisemitism has become rampant across this country, an unprecedented attack of this magnitude on the Jewish community feels very suspicious.

I sincerely hope the county reconsiders and put this entire plan in the garbage where it belongs.

I would be very happy to discuss at any time.

Sent from my iPhone

Montgomery County Planning Board

Public Hearing on the
University Boulevard Corridor Plan

February 27, 2025

Testimony of Aaron Droller
Silver Spring, Maryland

Good evening members of the Montgomery Planning Board (“Board”) and fellow residents. My name is Aaron Droller and I am a resident of Silver Spring, in the South Four Corners neighborhood. Thank you for the opportunity to testify on the proposed Public Hearing Draft of the University Boulevard Corridor Plan (“Plan”). I testify tonight in strong opposition to the Plan.

I appreciate that you and the staff at the Montgomery County Planning Department have worked hard on the Plan, but as a resident of South Four Corners, I oppose it for several reasons. First, the Plan reaches too far into our neighborhood. Given that the District Council is now considering the More Housing N.O.W. Zoning Text Amendments (particularly ZTA 25-02), consideration of the University Boulevard Plan is largely moot regarding proposed zoning changes to housing density in our neighborhood. It is neither appropriate nor equitable for the Four Corners neighborhoods to be subjected to a plan that is different or more intrusive than anything that the Council is considering county-wide. Given that ZTA 25-02 addresses zoning along the University Blvd. corridor, the Plan being discussed tonight should be removed from further consideration at this time.

I also strongly oppose the proposed dedicated bus lanes bus along University Boulevard or Colesville Road. Respectfully, I do not accept the premise of the Planning Department that eliminating a lane for vehicles will entice people to walk, bike, or increase bus use. That is simply not how our community was designed or how people generally live their lives in our neighborhood. Bikes, buses, and walking sound wonderful in theory, but in reality, people need vehicles to get around our suburban neighborhood and to their jobs. We are not a 15-minute community and never will be.

Experience of dedicated bus lanes has been overwhelmingly negative in Montgomery County. Along Georgia Avenue, the bus lanes have made traffic grind to a halt at certain points beyond anything seen before and pushed traffic jams into surrounding streets. This has only gotten worse as federal teleworking policies come to an end. Traffic sits at a standstill while an entire lane is left virtually empty with no buses in sight. The Maryland State Highway Administration (SHA) has never

released the complete dataset or study along this corridor. They have only released a very carefully worded two-page summary document without any underlying information to support their claims. And even the SHA admits vehicular traffic is far worse along the road, adding upwards of 20 minutes of commuting time a day for drivers along that road.

Similarly, residents have seen with their own eyes what happened along Old Georgetown Road when a vehicular lane was removed for a bike lane. On any given day of the workweek, the bike lane sits empty while cars idle in traffic in the remaining lanes. Our taxes pay for the entirety of those roads, not 2/3's of the road. The Planning Department has produced no clear in-depth study, data, or analysis to show how vehicular traffic will be improved under this plan, but rather, it misdirects the public with unfounded assumptions about the attractiveness of multi-modal transit to residents.

Further, as noted in the South Four Corners Citizens Association (SFCCA) Resolution regarding the Plan, I am opposed to any effort by the Planning Board to reinsert a "Street Grid" option in any form that will result in extensive traffic cut throughs into our neighborhood to avoid the traffic gridlock you are creating through the Plan. The Planning Department, as a matter of policy, must abandon plans that purposefully induce traffic gridlock that negatively impacts the quality of life for people living along these corridors.

Finally, I oppose the increase in proposed Commercial zoning in our neighborhood. Office vacancy rates and the county's economic climate do not necessitate an increase in commercial spaces. Our neighborhood also does not have the parking infrastructure to support an increase in commercial as envisioned by the Plan. The intrusion of unneeded commercial space into a longstanding residential neighborhood should be rejected by the Board.

Thank you for the opportunity to submit testimony and thank you for your service to Montgomery County.

████████████████████ Silver Spring, MD

February 20, 2025

Chair, Montgomery
County Planning Board
2425 Reddie Drive
Wheaton, MD 20902

Re: UBC MNPPC Wheaton Plan Statement-UBC Project Meeting 2-27-2025

My name is Malcolm Wilson. I have lived at three different Wheaton addresses over 63 years. The current residence, where my family has been for 29 years, is right in the bullseye of this proposal, which I feel is a misguided and unnecessary project.

I have been opposed to this since the initial “pilot plan” for bus and bike lanes, and in spite of the community overwhelmingly opposing that first plan, you have bought it back on steroids. I have followed this since its inception and have attended the hearings. I have talked to my neighbors, and encouraged them, for or against, to provide their opinions. My concerns are listed below and follow the order of your plan as shown on the website. For clarity, I am only making my statement on the Amherst to Dennis portion of the plan, because that is where I section that would most impact me, and where I see the lack of need for this.

- 1. Economic Impact of this plan. Where will the money come from? With Federal and State funding seeing drastic cuts, who and how will you pay for this? Not only the infrastructure for the roads and utilities, but the necessary expansion of the schools in the cluster. The required upkeep, seeing as how this is currently minimal at best? What about a plan for an expanded police and fire department presence as your plan looks to explode, and thus dwarf, the already strained resources?*

Overcrowding impact. Many of the schools within the boundaries are already utilizing portable class rooms. The impact on learning, especially at a school with a large ESOL population, will be affected by overcrowded class rooms.

“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 from larger to smaller buildings. The overlay zone will apply to properties recommended for rezoning in the plan.”

“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 from larger to smaller buildings to adjacent residential properties.”

2. *A plan that calls for buildings between 3-4 stories high along University Boulevard between Easecrest and Nicholas Drive is going to drive the current residents in single family homes out. Rezoning to allow for the McMansioning of the neighborhood will do little for affordability. Houses in this neighborhood now are selling for an average of \$650,000. Creating density does nothing to improve quality of life.*

Have you also considered the impact that endless construction to both the corridor to create these lanes and new buildings will have? Creating more delays in traffic does not increase the quality of life for those of us here, who have to drive. The specter of another major infrastructure project coming on the heels of a yet completed Purple Line does not thrill me.

Sure, it's easy for the MNCPPC to say “Nothing's mandatory. Nobody has to change anything.” Well, if I came in and overdeveloped your neighborhood, I'll bet you would make a change. I have no desire to live in a “Pike and Rose” type of environment and I am confident that many of my neighbors feel the same way. So, yes, by approving and moving forward with this, I believe you will force folks to make a change that aligns with the same reason that they originally moved to this area.

“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.”

3 Again, speaking for the Amherst to Arcola area, there is already newly paved walking, bike, rolling path in the park that connects these two roads through the park, and provides access to Sligo Creek Parkway. What could be more low stress than the park, not to mention the cost effectiveness. And, it appears from your plans that you intend to connect University Boulevard to Arcola by cutting through the park by extending Inwood Avenue and/or adding a connecting street on the planned WTOP Tower site? How would that impact, on the side north of University Blvd, the folks in that neighborhood?

The “bike-only lane” usage has been minimal. I use this route every day, twice a day at a minimum, and bike traffic has not been noticeable.

For the past two years, I have implored whomever was responsible to find a way to edge the existing sidewalks to return them to their original width, to no avail, and to have overgrowth that was blocking traffic control signs and crosswalk signal boxes to be trimmed back; which was accomplished after more than a year

of, for lack of a better word, complaining. This includes the Inwood House area, where the intersection of University/Inwood was so overgrown that folks could not access one of the corners. If you can't maintain what is in place now, what is the strategy for a more complex route? A decent snow could render University Boulevard into a single lane road.

“Provide dedicated transit lanes along University Boulevard and Colesville Road.”

4. Again, this proposal, under the guise of a “pilot program” has already failed once, yet you decided that maybe, if you painted the lanes, (at an estimated cost of around \$250,000.00), it would make them more acceptable. The majority of the folks polled the first time around overwhelmingly rejected this. It has, despite what your statements, created longer waits in traffic. I believe that the quoted time is “15 seconds”, but I am guessing that is a “middle of the day” survey, and not an evening or morning rush hour. This time matters to folks shuffling kids back and forth to schools, events, practices, etc. and should not be minimized to suit your needs. And, the lack of enforcement for the “bus only” lanes has created what is essentially a passing lane for those with no regard for the restrictions. As much as I oppose these lanes, I still respect the law. Anyone who lives in this corridor, and I am aware that none of the planners do, will tell you, the pinch point for traffic is from Dennis Avenue to Colesville Road. Dedicated lanes are not necessary on University Boulevard between Amherst and Dennis. This is not the problem you allege it to be.

“Make University Boulevard more resilient to climate change by incorporating tree canopy, shaded bus stops, improved stormwater management, and landscaped buffers.”

5. The lack of available funding to maintain these bus stops and landscaped buffers will render them “eyesores” within a year. Snowplows bend the reflector poles, storms blow debris around them and no one, except for the exceptional neighbors, ever cleans them up. I’ve seen this on Plyers Mill Road and Arcola Avenue, and this will be no different. Again, I go back to the point of limited funding for maintenance and ask, how will this be different?

I appreciate the opportunity to present my questions and concerns, and to steadfastly state my opposition. It is my hope that the parties involved (MNPPC and the County Council) will listen to the majority on this and not ignore us in this dubious pursuit of “progress”.

Malcolm Wilson

[REDACTED]

Wheaton, MD 20902

[REDACTED]

From: [Shmuel Leigh](#)
To: [MCP-Chair](#)
Subject: Re: Concern
Date: Monday, February 24, 2025 4:15:09 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Correct. Thank you!

On Mon, Feb 24, 2025 at 3:48 PM MCP-Chair <mcp-chair@mncppc-mc.org> wrote:

Good afternoon,

Thank you for your email! I would like to confirm that you are sending the email below in regard to the University Blvd Corridor Plan.

Melissa

From: Shmuel Leigh <shmuel.leigh@gmail.com>
Sent: Monday, February 24, 2025 2:56 PM
To: MCP-Chair <mcp-chair@mncppc-mc.org>
Subject: Concern

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To whom it may concern

Thank you for your commitment to improving our community.

I believe that removing lanes and lowering speed limits in already congested areas is counterproductive.

I appreciate your consideration of our concerns regarding the current bus lanes and the plans for any future construction of bus lanes.

Thank you in advance for your attention to this matter.

Sincerely,

The Leigh family

A solid black rectangular box used to redact the signature of the Leigh family.

Silver Spring

From: [sharona chittum](#)
To: [MCP-Chair](#)
Subject: rezoning plan
Date: Monday, February 24, 2025 4:25:07 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chairperson,

I am a Montgomery County Resident and will be affected by the rezoning of the Kemp Mill Corridor. I do NOT support the plan as it stands today.

- Thus far, there has been very limited public input on such an important matter.
- The plan needs to take adequate consideration of the impact on existing, self-sufficient communities, including apparent internal inconsistencies in its goals.
- The plan needs to take adequate consideration of economic considerations and recent societal events, such as “back to work” programs.

Consequently, the plan needs refinement.

To elaborate on each of these points:

- While the Planning Board staff has been working on this plan for quite some time, it has only recently been released, in final draft form, for public comment.
- The Plan will have a negative impact on the existing Kemp Mill community, by
 - Reducing and slowing traffic, yet
 - Encouraging a significant increase in population requiring transportation, while many transportation needs within and to/from the community will still only be met by driving
 - It will also stress and possibly overwhelm other neighborhood infrastructure and institutions, such as public (and non-public) schools
 - Redevelopment of the shopping center has a high probability of destroying the current retail establishments located in that center, which the report describes as “the only retail use in this neighborhood.” At least four of those establishments support the cultural needs of a specific minority, and they will probably not survive during a redevelopment period.
 - This will materially impact the viability of a well-established ethnic group within the existing community, severely damaged in the interest of building a new self-sufficient community.
- The Plan is not, by its own admission, sufficiently comprehensive.
 - Under the rubric of Historic Preservation, the plan states: “Montgomery County lacks a comprehensive understanding of architectural and cultural resources associated with Jewish history. Synagogues, schools, institutions and businesses in the Plan area should be studied as part of a larger effort to evaluate this integral part of Montgomery County.” (p. 132).
 - The report then identifies 4 Synagogues (one converted to a Baptist Church) and one school (Yeshiva of Greater Washington).

- No other institutions or businesses are identified, despite there being 4 kosher food establishments - several with long histories in Montgomery County - prominently located in the Kemp Mill Shopping Center.
- This suggests a lack of sufficient understanding of the current demographics and dynamics of the Arcola Avenue District and its ethnic composition, which could be severely impacted by the current plan.
- The Plan is relatively silent on the development of additional employment opportunities within the Arcola Avenue District, which is a cornerstone of the concept of developing self-sufficient communities
 - There is no discussion of what types of businesses might wish to locate or relocate to the area
 - It is not clear that any might wish to do so – especially when the trend of office location has shifted from “work from home” and decentralization to “back to the office” and centralization to permit what has been found to be essential in-person, face-to-face interaction among co-workers.

For all these reasons, we think the plan needs to be further researched and modified accordingly before action is taken.

Best regards,

Sharona Chittum

From: [Rabbi Rosenbaum](#)
To: [MCP-Chair](#)
Subject: University Blvd. Corridor
Date: Monday, February 24, 2025 4:30:05 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Thank you for your efforts on behalf of the Montgomery County community. I am a resident of the county, specifically Kemp Mill, and I have concerns about the University Blvd. Corridor plan.

Specifically, I am an Orthodox Jew and I benefit from various establishments in the Kemp Mill Shopping Center that cater to my needs and interests. If these businesses had to relocate they quite possibly would not survive.

Please do not pass the University Blvd. Corridor plan. Thanks very much.

David E Rosenbaum

From: [Jenna Freund](#)
To: [MCP-Chair](#)
Subject: Concern for new Kemp mill plan
Date: Monday, February 24, 2025 4:34:57 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Unfortunately, I do not see the needs of the entire community including long term needs to have been addressed in your plan. Many people use the Kemp mill shopping center and your plan would not address these concerns. I highly doubt the new plan will ensure success in a time when so many work from home. Please allow for more public discourse.

[Sent from Yahoo Mail for iPhone](#)

From: [+19292751357 \(Unverified\)](#)
To: [MC-Voice-BCAST-ChairmanOffice](#)
Subject: Shared Voicemail (MC Main Chairman"s Office)
Date: Monday, February 24, 2025 11:43:17 AM
Attachments: [audio.mp3](#)
Importance: High

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hi, my name is Eric Brummer. I'm a resident of Montgomery County. I was just calling to register my significant concern about the University Blvd. corridor plan and the Thrive 2050 Master plan. Both of them struck me as extremely unwise and damaging to the community and also and I very hesitantly, but also very anti-Semitic. I mean, it was kind of like an attack on the Jewish community in a way that is I hopefully unintentional. But in the rising anti-Semitism of the country, it's very hard to read in a positive way. Anyway, my number is 929-275-1357. I would be very happy to discuss, but I am very concerned about it and I hope that the county takes this plan and throws it in the garbage where it belongs. Thank you very much. I hope you have a great day.

You received a voice mail from [+19292751357](#).

From: [Vaile Walders](#)
To: [MCP-Chair](#)
Subject: UNIVERSITY BLVD CORRIDOR PLAN
Date: Friday, February 21, 2025 5:35:25 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I left a voicemail message earlier today (2/21/25) but haven't heard back

I want to have entered my comments for the upcoming Hearing if I am referencing the correct area

From the article in the 2/19/25 Bethesda Magazine "5 things to know about the University Boulevard corridor plan", it appears the area may not be where I experience issues and the Hearing is the Montgomery County Planning Board, I think the area of my concern is Prince George's County but I'm not sure

University Blvd from about beginning University Blvd and New Hampshire Avenue on the way to i.e., University of Maryland, i.e., traveling on University Blvd from Wheaton

There is no traffic/pedestrian control or redesign or reconfiguration that can correct this problem, it's pedestrian behavior

There has never been a time when I've traveled this route that multiple people aren't darting out unexpectedly into oncoming traffic, crossing against the light, not crossing in crosswalks, even with children and babies, each time my heart is in my throat and I'm saying to myself "oh God please don't hit anyone"

Another issue in this area there has never been when traveling this area that I haven't seen one - three car crashes

If this is the wrong area for your Hearing please give me a referral where I can forward this email

Thank you
Vaile Walders

[REDACTED]

[REDACTED]

Rockville, MD 20852

From: [Deborah Horenstein](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan
Date: Monday, February 24, 2025 5:41:35 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers

but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,
Deborah Horenstein, M.D.

Deborah Horenstein, M.D.

[REDACTED]

Silver Spring, MD 20902

From: [Ariel Ben-Horin](#)
To: [MCP-Chair](#)
Subject: Re University Boulevard Corridor Plan
Date: Monday, February 24, 2025 5:10:26 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good afternoon

I'm writing to share my concern with the proposed plans to make significant changes to the Kemp mill / silver spring area. Please do not move forward with this program without getting clarity of the overwhelming negative impact it will likely have on the current community and the existing establishments.

More housing units will increase congestion in this already packed area. The stores in the shopping plaza will likely take a hit from the rezoning and building plans, which is significant because thousands of kosher keeping Jews rely on the super market and kosher establishments which are the only ones available in the area.

From what the plan describes it seems you do not have all of the data about the existing infrastructure in that immediate vicinity. There are several synagogues of significant size in the area that you do not acknowledge the existence of.

Additionally, the increase in population will definitely strain the existing schools in the area. Please halt until you address these important issues that will impact thousands of families in the area, including my own.

Thank you for your service,
Ariel Ben-Horin

[REDACTED]

[REDACTED] Olney MD 20832

From: [Emma Murray](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plan
Date: Monday, February 24, 2025 7:45:38 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers

but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,
Emma Lash

From: [Tamar Schmerling](#)
To: [MCP-Chair](#)
Subject: Opposition to University Blvd Corridor Plan
Date: Monday, February 24, 2025 8:15:44 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

As a Kemp Mill, Montgomery County resident and someone who frequently uses University Boulevard and the surround streets as part of my daily commute, I'd like to express my concerns with the proposed University Boulevard Corridor Plan.

In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the needs of the vast majority who drive. This is impractical and inequitable.

In particular, I oppose any plan to:

- Make the currently-underutilized bus lanes on University Blvd permanent, narrowing the lanes available to drivers.
- Eliminate designated lanes for right-turning vehicles to turn without a signal.
- Make University and Colesville two-lane roads at Four Corners, with no designated turnaround.
- Set speed limits along all of University between Four Corners and Wheaton of either 25mph or 30mph.

While each of these proposals has issues, the combined effect of all of them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life.

I encourage the Planning Board to reconsider the plan to better account for the tens of thousands of taxpaying Montgomery County families who drive on University Boulevard as part of their commute and daily life.

Thank you,
Tamar S

Sent from my iPhone

From: [Jessica Hilfer](#)
To: [MCP-Chair](#)
Subject: Opposition to the University Boulevard Corridor Plan
Date: Monday, February 24, 2025 8:19:36 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members:

I strongly oppose the University Boulevard Corridor Plan. The Board's lack of transparency and short notice for public review demonstrate disregard for residents' concerns.

The proposed rezoning and traffic changes will harm organic community growth and development by making the area less attractive to existing and future residents and businesses. The plan will displace long-term residents, strain local infrastructure, reduce access to community resources and local businesses, and undermine existing neighborhoods. The plan will increase congestion and make travel more burdensome and dangerous for drivers, pedestrians, and emergency responders. The plan also fails to assure that security measures will be implemented to address increased safety concerns associated with greater urban density and public transportation.

I urge the Board to postpone approval, allow more public input, and consider market-driven alternatives.

Sincerely,

Jessica Neufeld

[REDACTED]

Silver Spring, MD 20902

[REDACTED]

From: [Devorah Krainess](#)
To: [MCP-Chair](#)
Subject: Opposition to the University Blvd corridor plan
Date: Monday, February 24, 2025 8:20:04 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

As a Montgomery County resident and someone who frequently uses University Boulevard and the surround streets as part of my daily commute, I'd like to express my concerns with the proposed University Boulevard Corridor Plan.

In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the needs of the vast majority who drive. This is impractical and inequitable.

In particular, I oppose any plan to:

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- Make University and Colesville two-lane roads at Four Corners, with no designated turnaround.
- Set speed limits along all of University between Four Corners and Wheaton of either 25mph or 30mph.

While each of these proposals has issues, the combined effect of all of them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life.

I encourage the Planning Board to reconsider the plan to better account for the tens of thousands of taxpaying Montgomery County families who drive on University Boulevard as part of their commute and daily life.

Thank you,

Devorah Krainess

From: [miriam.cappell](#)
To: [MCP-Chair](#)
Subject: Oppose ENTIRE Corridor plan
Date: Monday, February 24, 2025 8:24:53 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members:

I strongly oppose the University Boulevard Corridor Plan. The Board's lack of transparency and short notice for public review demonstrate disregard for residents' concerns.

The proposed rezoning and traffic changes will harm organic community growth and development by making the area less attractive to existing and future residents and businesses. The plan will displace long-term residents, strain local infrastructure, reduce access to community resources and local businesses, and undermine existing neighborhoods. The plan will increase congestion and make travel more burdensome and dangerous for drivers, pedestrians, and emergency responders. The plan also fails to assure that security measures will be implemented to address increased safety concerns associated with greater urban density and public transportation.

I urge the Board to postpone approval, allow more public input, and consider market-driven alternatives.

Sincerely,

Miriam Roth



Silver Spring MD, 20902

[Yahoo Mail: Search, Organize, Conquer](#)

From: [Shana Wohl](#)
To: [MCP-Chair](#)
Subject: University Blvd corridor
Date: Monday, February 24, 2025 8:26:49 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members:

I strongly oppose the University Boulevard Corridor Plan. The Board's lack of transparency and short notice for public review demonstrate disregard for residents' concerns.

The proposed rezoning and traffic changes will harm organic community growth and development by making the area less attractive to existing and future residents and businesses. The plan will displace long-term residents, strain local infrastructure, reduce access to community resources and local businesses, and undermine existing neighborhoods. The plan will increase congestion and make travel more burdensome and dangerous for drivers, pedestrians, and emergency responders. The plan also fails to assure that security measures will be implemented to address increased safety concerns associated with greater urban density and public transportation.

I urge the Board to postpone approval, allow more public input, and consider market-driven alternatives.

Sincerely,

Shana Wohl

[REDACTED]

Silver Spring 20902

[REDACTED]

From: [Joshua Seidemann](#)
To: [MCP-Chair](#)
Cc: [Adrianvala, Zubin](#); president@yise.org
Subject: February 27 Hearing on University Boulevard Corridor Plan
Date: Monday, February 24, 2025 8:26:54 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Madam/Sir:

I represent Young Israel Shomrai Emunah of Greater Washington (YISE), a congregation with locations at Arcola Avenue and Lamberton Drive in Kemp Mill and a satellite location on University Boulevard between Route 29 and Arcola Avenue.

I registered to testify on behalf on of YISE at the February 27 Planning Board meeting. However, upon not receiving confirmation of my registration, I registered again this evening, but found that now (unlike when registering previously) that there is a wait-list to testify. What provisions will be made for institutions as well as individuals to testify if the February 27 schedule is filled; when will those alternative arrangements be publicized; and will the Planning Board make provisions for accommodating representatives of groups or organizations?

I look forward to hearing from you and to working with the Planning Board on this important matter.

Very truly yours,

Joshua Seidemann, President
Young Israel Shomrai Emunah of Greater Washington

From: [Hirschel Wohl](#)
To: [MCP-Chair](#)
Subject: Oppose University Blvd corridor
Date: Monday, February 24, 2025 8:29:19 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members:

I strongly oppose the University Boulevard Corridor Plan. The Board's lack of transparency and short notice for public review demonstrate disregard for residents' concerns.

The proposed rezoning and traffic changes will harm organic community growth and development by making the area less attractive to existing and future residents and businesses. The plan will displace long-term residents, strain local infrastructure, reduce access to community resources and local businesses, and undermine existing neighborhoods. The plan will increase congestion and make travel more burdensome and dangerous for drivers, pedestrians, and emergency responders. The plan also fails to assure that security measures will be implemented to address increased safety concerns associated with greater urban density and public transportation.

I urge the Board to postpone approval, allow more public input, and consider market-driven alternatives.

Sincerely,

Hirschel Wohl

[REDACTED]

[Silver Spring 20902](#)

[REDACTED]

From: [Ashley Sragg](#)
To: [MCP-Chair](#)
Subject: I Oppose the University Blvd Plan
Date: Monday, February 24, 2025 8:49:23 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

As a Montgomery County resident and someone who frequently uses University Boulevard and the surround streets as part of my daily commute, I'd like to express my concerns with the proposed University Boulevard Corridor Plan.

In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the needs of the vast majority who drive. This is impractical and inequitable.

In particular, I oppose any plan to:

- Make the currently-underutilized bus lanes on University Blvd permanent, narrowing the lanes available to drivers.
- Eliminate designated lanes for right-turning vehicles to turn without a signal.
- Make University and Colesville two-lane roads at Four Corners, with no designated turnaround.
- Set speed limits along all of University between Four Corners and Wheaton of either 25mph or 30mph.

While each of these proposals has issues, the combined effect of all of them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life.

I encourage the Planning Board to reconsider the plan to better account for the tens of thousands of taxpaying Montgomery County families who drive on University Boulevard as part of their commute and daily life.

Thank you,

Ashley Sragg
South Belgrade Road

From: [Rivy Segal](#)
To: [MCP-Chair](#)
Subject: Opposition to the University boulevard corridor plan
Date: Monday, February 24, 2025 8:53:59 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members and Council Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

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Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe

traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,
Rivy Segal

A solid black rectangular box used to redact the signature of Rivy Segal.

Silver spring MD 20902

From: [Naomi Eisen](#)
To: [MCP-Chair](#)
Subject: Opposition to the University Boulevard Corridor Plan
Date: Monday, February 24, 2025 8:57:46 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members:

I strongly oppose the University Boulevard Corridor Plan. The Board's lack of transparency and short notice for public review demonstrate disregard for residents' concerns.

The proposed rezoning and traffic changes will harm organic community growth and development by making the area less attractive to existing and future residents and businesses. The plan will displace long-term residents, strain local infrastructure, reduce access to community resources and local businesses, and undermine existing neighborhoods. The plan will increase congestion and make travel more burdensome and dangerous for drivers, pedestrians, and emergency responders. The plan also fails to assure that security measures will be implemented to address increased safety concerns associated with greater urban density and public transportation.

I urge the Board to postpone approval, allow more public input, and consider market-driven alternatives.

Sincerely,

Naomi Eisen
[REDACTED]
Silver Spring, MD 20902
[REDACTED]

Naomi Eisen
Sent from my iPhone

From: [Sarah Alva](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan - detrimental for current residents of Kemp mill, Montgomery county
Date: Monday, February 24, 2025 8:59:01 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members and Council Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

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Thank you for your time and consideration.

Sincerely,
Sarah Arzouan

silver spring, MD 20902

From: [Todd and Emily Friedman](#)
To: [MCP-Chair](#)
Subject: University Blv Plan- opposed!!
Date: Monday, February 24, 2025 9:05:58 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members:

I strongly oppose the University Boulevard Corridor Plan. The Board's lack of transparency and short notice for public review demonstrate disregard for residents' concerns.

The proposed rezoning and traffic changes will harm organic community growth and development by making the area less attractive to existing and future residents and businesses. The plan will displace long-term residents, strain local infrastructure, reduce access to community resources and local businesses, and undermine existing neighborhoods. The plan will increase congestion and make travel more burdensome and dangerous for drivers, pedestrians, and emergency responders. The plan also fails to assure that security measures will be implemented to address increased safety concerns associated with greater urban density and public transportation.

I urge the Board to postpone approval, allow more public input, and consider market-driven alternatives.

Sincerely,

Emily Friedman

[REDACTED] Silver Spring, MD 20902
[REDACTED]

From: [Esti Rosen](#)
To: [MCP-Chair](#)
Subject: Opposed to University Boulevard Corridor Plan
Date: Monday, February 24, 2025 9:25:27 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members and Council Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

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I urge the Planning Board to reconsider this plan and develop a more balanced approach—one

that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,
Esti Rosen
Kemp Mill Resident

From: [Natanya Nobel](#)
To: [MCP-Chair](#)
Subject: Proposed University Boulevard Corridor Plan
Date: Monday, February 24, 2025 9:47:12 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear MoCo Planning Board,

I am a resident of the Kemp Mill neighborhood, and I have profound concerns about the proposed changes to my neighborhood.

First of all, I am appalled that the zoning changes are proposed for an already-dense neighborhood, as opposed to other MoCo areas where there is much more open space (e.g., Bethesda, Potomac).

The fact that the Board proposes zoning changes does NOT in any way guarantee that the developers who take advantage of the changes will build low-to-moderate income housing. They will still be free to build luxury housing, while profiting handsomely from the Board's changes.

The fact that the Board is proposing dense residential housing within the Kemp Mill Shopping Center makes no sense. The Shopping Center has exactly one entrance and exit, and is already a very busy place. The addition of dense housing would have an enormous impact on traffic, both vehicular and pedestrian. The resulting congestion would lead to longer traffic jams, extended commutes, and increased air pollution caused by cars standing in line, waiting to move forward.

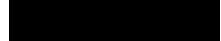
Kemp Mill is a community uniquely set up to meet the needs of the Jewish population that resides in its midst. The proposed changes would create multiple challenges for that community, including potentially choking off the resources currently available to us in the Shopping Center and the surrounding area -- synagogues, kosher restaurants, Jewish schools and a kosher grocery store. If those institutions experience failures because of these proposals, the entire community would be affected. The changes would also degrade the quality of life in the whole neighborhood through road limitations affecting our ability to travel freely to wherever we need to go.

The fact that the Board is proposing to increase the number of people who live here, even while making the streets of Kemp Mill a greater challenge to navigate, is outrageous. Small actions, such as removing the merge lane from Arcola onto westbound University Boulevard, result in enormous traffic jams that stretch back miles into Kemp Mill. That is not conducive to eliminating a source of climate change,

These proposals do not make Kemp Mill a safer, more pleasant place to live. The changes would destroy the local Jewish community, make driving more here even more dangerous, and degrade our quality of life. I am a voter, and I strenuously object to this plan.

Thank you for your attention.

Natanya Nobel



Kemp Mill

From: [Ari Cohen](#)
To: [MCP-Chair](#)
Subject: Kemp Mill Resident Feedback on the University Blvd Corridor Plan and Thrive 2050 Master Plan
Date: Monday, February 24, 2025 10:16:02 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members:

I am a resident of Kemp Mill and travel almost daily by car on Arcola Ave and University Blvd. I also frequently use the Metro to travel to work in the Pentagon and Crystal City.

Bottom Line

Both the University Blvd Corridor Plan and the Thrive 2050 Master Plan have not been developed considering the best interests of current residents of Kemp Mill and surrounding neighborhoods; therefore, I am strongly against the implementation of these plans as currently conceived.

Key Points:

1. University Blvd is a major arterial road between Wheaton and the University of Maryland. Any further reduction in the lanes of travel or reduced speed limits for vehicles will significantly impact traffic for the 40,000-50,000 vehicles utilizing the road daily.
2. Bus travel on University is not helpful for many commuting residents and biking is even less realistic for most residents.
3. If the bus lanes were transitioned into HOV3+ lanes, the county could support both the rapid movement of buses and high occupancy vehicles (e.g. carpools) on University Blvd.
4. Current speed limits should be maintained on University Blvd. The county should increase the number of speed control cameras in order to reduce unsafe driving.
5. Pedestrian overpasses at key intersections would make the road safer for pedestrians; particularly at the University and Colesville Four Corners intersection.
6. The speed limit on Arcola Ave between Georgia Ave and University Blvd is appropriate, but speeding and reckless driving must be checked through the installation of additional speed control cameras at the Arcola and Kemp Mill Rd. intersection and the intersection of Arcola and Lamberton.
7. The Arcola and University Blvd intersection is consistently backed up onto Arcola during rush hour. Removing the right-hand turn merge lane onto University would create

additional back-ups and would impede emergency vehicle access to University from Arcola.

8. The Kemp Mill neighborhood is largely suburban with some high-density apartment towers adjoining University Blvd. Adjustments to zoning in Kemp Mill and the addition of more high-density housing would negatively affect the area, particularly if it was developed at the expense of the shopping and restaurants in the Kemp Mill Shopping Center or the churches, synagogues, and religious institutions on Arcola. Kemp Mill is already a “model community” with high levels of pedestrian sidewalk use to schools, shopping, and places of worship.

Additional Considerations

- Although University Blvd connects with metro service via bus or vehicle, it will remain a highly used arterial road connecting neighborhoods with the Beltway and suburban shopping establishments. Families with 2-6 children living in Kemp Mill and the surrounding neighborhoods are not going to use the bus instead of carpools to get to after-school activities, go grocery shopping, go to medical appointments, or the hospital. The University Blvd plan should be realistic and benefit the maximum number of residents, with safety and sustainability in mind.
- Similar to the HOV3+ access on the Beltway and I-95 EZ-Pass lanes, it would be reasonable to allow HOV3+ vehicles to utilize the bus lane on University. This would reduce traffic during rush hour and support carpools.
- Reckless driving and speeding on both Arcola and University Blvd is an ongoing issue. Unfortunately, there are not enough police to effectively control these heavily used roads. Therefore, in order to support public safety, the county should install additional speed monitoring cameras at key intersections.
- Pedestrian safety is a significant concern during the whole day, but particularly during rush hour. The county should build pedestrian overpasses on University Blvd.

Finally, both the University Blvd Corridor Plan and the Thrive 2050 Master Plan seem to target the suburban lifestyle and the privately owned vehicles as problems impacting the development and flourishing of the county. Opinions vary on these topics, but the reality is that Kemp Mill and the surrounding area is mostly suburban with some high-density housing. The Planning Board should accept these realities and develop reasonable solutions that will enable the residents of the county to flourish.

I look forward to playing a role in thoughtful discussions regarding the future of the University Blvd corridor and changes to zoning in Kemp Mill.

Respectfully,

Ari Cohen, Ph.D.

Address: [REDACTED] Silver Spring, MD 20902

[REDACTED]

From: [Jonathan Stephanoff](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plan Comments/Testimony
Date: Monday, February 24, 2025 10:57:54 PM
Attachments: [2025-02 UBCP Statement.pdf](#)
[UBCP Appendix F-Transportation excerpts.pdf](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To the Montgomery Planning Board – I am a Montgomery County/South Four Corners resident for 9 years submitting written comments on the University Blvd Corridor Plan. I signed up to testify at Thursday's Master Plan Public Hearing, but it appears it is a waitlist only, so for the record please find my comments below in text form, and attached as a .pdf with excerpts from the UBCP Appendix F - Transportation.

Jonathan Stephanoff



Silver Spring, MD 20901

Statment below:

Thank you to the Planning Board, the UBC Planning Team, and all the time and effort on the University Blvd Corridor Plan. There are a lot of area improvements in this plan that, as a resident, I like and can be excited about.

I am a resident of South Four Corners, where we have lived for almost a decade. I live on the first street off of Colesville - about as close to the Four Corners intersection as anyone. I'm taking this opportunity to register opposition to one element of the plan - that of the reworking of Four Corners into the "Street Grid" design. I acknowledge the partial removal of the street grid proposal from the UBC working draft, though I and many residents *remain* concerned about "connected streets" recommended in the long-term vision, and *more concerned* by public comments by Planning Board commissioners pushing for Street Grid implementation.

My dead-end street would get connected to University for vehicle traffic to flow through. Throughout the UBC planning process, it has been stressed time and again that this plan is prioritizing walkability / bikeability / accessibility over vehicular transportation, and is guided by Montgomery County's Vision Zero - my rhetorical question is: 'Do all of those goals stop at the border of University Blvd? Do they not extend into the neighborhoods along University? Do they not apply to our neighborhood streets where we live, walk, bike, and play with our families?'

We walk along University and to Woodmoor multiple times a week and I commute through it daily. As a father of a little one, I hope to one day feel safe walking with my child along University or going over to Woodmoor. But I also, *and more importantly*, want to feel safe from high volume cut-through traffic stepping out my front door with him, down my street with him, and around our neighborhood. If the Street Grid moves forward in the UBC Plan, it ends us working to live in Montgomery County and starts us working to leave it – it would be a sad ending to somewhere we have loved calling home.

Many of South Four Corner Neighborhood streets are narrow and without sidewalks (including mine) - the load of vehicle traffic diffused and dispersed onto these roads is a **danger to us as**

residents and danger to the wider South Four Corners neighborhood. It is in direct opposition to priorities like Vision Zero and making the neighborhood streets less safe damages the walkability / bikeability / accessibility goals of the UBC Plan.

In the UBCP's own analysis – *Appendix F: Transportation section* – it shows a *significant* increase of traffic flowing into and out of neighborhood streets with the Street Grid in place. **Tables 3 & 4** shows the closer to the Four Corners intersection, the greater increase of traffic with the closest streets of Lorain & Lanark seeing **a doubling or more of traffic flowing into/out of our neighborhood**, and that is *after* all of the 2045 assumptions of reduced vehicular travel. At peak times, the traffic tables and modeling maps (**Figures 14 - 17**) show more peak vehicles per hour per lane cutting through South Four Corners than it does on some stretches of University Blvd. The neighborhood traffic analysis concludes on page 23 stating (emphasis added):

*Estimated neighborhood traffic volumes in the 2045 US29 BRT + Limited Changes scenario are lower than or generally consistent with 2023 existing volumes. **Estimated neighborhood traffic volumes in the 2045 US29 BRT + Street Grid ("Street Grid") scenario are notably higher** than comparable 2023 Existing and 2045 US29 BRT Only volumes in several locations.*

As a resident, I am strongly opposed to the Street Grid and continued push for its inclusion; neighbors on my street are strongly opposed to it; the South Four Corners neighborhood Citizen's Association is strongly opposed to it.

Jonathan Stephanoff
Sutherland Rd

Table 3 and Table 4 present AM and PM peak hour volumes, respectively, for only four scenarios: 2023 Existing, 2045 US29 BRT Only, 2045 US29 BRT + Limited Changes, and 2045 US29 BRT + Street Grid.

Table 3 - AM Peak Hour Entering and Exiting Neighborhood Street Volumes

| Segment | 2023 Existing | 2045 US29 BRT Only | 2045 US29 BRT + Limited Changes | 2045 US29 BRT + Street Grid |
|---|---------------|--------------------|---------------------------------|-----------------------------|
| Brunett Ave West of University Blvd (Entering) | 224 | 193 | 173 | 161 |
| Brunett Ave West of University Blvd (Exiting) | 76 | 69 | 60 | 121 |
| Lorain Ave West of University Blvd (Entering) | 89 | 84 | 74 | 143 |
| Lorain Ave West of University Blvd (Exiting) | 33 | 42 | 36 | 100 |
| Lorain Ave East of University Blvd (Entering) | 75 | 77 | 54 | 106 |
| Lorain Ave East of University Blvd (Exiting) | 62 | 60 | 51 | 33 |
| Timberwood Ave West of Colesville Rd (Entering) | 175 | 171 | 156 | 177 |
| Timberwood Ave West of Colesville Rd (Exiting) | 11 | 11 | 10 | 10 |
| Timberwood Ave East of Colesville Rd (Entering) | 87 | 99 | 89 | 213 |
| Timberwood Ave East of Colesville Rd (Exiting) | 67 | 72 | 62 | 63 |
| Lexington Dr East of University Blvd (Entering) | 72 | 66 | 56 | 55 |
| Lexington Dr East of University Blvd (Exiting) | 139 | 139 | 106 | 291 |
| Lanark Way West of Colesville Rd (Entering) | 188 | 277 | 187 | 333 |
| Lanark Way West of Colesville Rd (Exiting) | 195 | 262 | 187 | 187 |

Note: shaded cells indicate an increase of more than 50 peak hour trips relative to 2023 Existing.

Table 4 - PM Peak Hour Entering and Exiting Neighborhood Street Volumes

| Segment | 2023 Existing | 2045 US29 BRT Only | 2045 US29 BRT + Limited Changes | 2045 US29 BRT + Street Grid |
|---|---------------|--------------------|---------------------------------|-----------------------------|
| Brunett Ave West of University Blvd (Entering) | 100 | 88 | 76 | 76 |
| Brunett Ave West of University Blvd (Exiting) | 91 | 77 | 69 | 135 |
| Lorain Ave West of University Blvd (Entering) | 33 | 30 | 25 | 143 |
| Lorain Ave West of University Blvd (Exiting) | 76 | 96 | 61 | 162 |
| Lorain Ave East of University Blvd (Entering) | 83 | 100 | 53 | 150 |
| Lorain Ave East of University Blvd (Exiting) | 46 | 40 | 61 | 33 |
| Timberwood Ave West of Colesville Rd (Entering) | 166 | 169 | 146 | 168 |
| Timberwood Ave West of Colesville Rd (Exiting) | 28 | 28 | 25 | 26 |
| Timberwood Ave East of Colesville Rd (Entering) | 176 | 188 | 167 | 282 |
| Timberwood Ave East of Colesville Rd (Exiting) | 104 | 102 | 92 | 93 |
| Lexington Dr East of University Blvd (Entering) | 98 | 88 | 68 | 71 |
| Lexington Dr East of University Blvd (Exiting) | 185 | 173 | 141 | 272 |
| Lanark Way West of Colesville Rd (Entering) | 277 | 277 | 288 | 468 |
| Lanark Way West of Colesville Rd (Exiting) | 262 | 262 | 230 | 230 |

Note: shaded cells indicate an increase of more than 50 peak hour trips relative to 2023 Existing.

As noted above, estimated volumes are subject to substantial variability, but can be compared to provide a general sense of anticipated changes under each scenario. It is also important to note that this analysis does not differentiate traffic using neighborhood streets to bypass the intersection of University Boulevard and Colesville Road from traffic accessing the neighborhoods themselves; additional origin-destination study with license plate surveys, mobile device data, or other data-intensive approaches would be needed to provide information on the relative proportion of local- and longer-distance traffic using the segments.

Estimated neighborhood traffic volumes in the 2045 US29 BRT + Limited Changes scenario are lower than or generally consistent with 2023 existing volumes. Estimated neighborhood traffic volumes in the 2045 US29 BRT + Street Grid (“Street Grid”) scenario are notably higher than comparable 2023 Existing and 2045 US29 BRT Only volumes in several locations. The Street Grid scenario as analyzed removes the jughandle configuration for left turns from Colesville Road onto University Boulevard in both directions and does not accommodate these left turning movements with additional left-turn lanes at the main intersection of University Boulevard and Colesville Road. As a result, left-turning vehicles re-route through local streets including Brunett Avenue, Lorain Avenue, Timberwood Avenue, Lexington Drive, and Lanark Way in the Street Grid scenario, increasing the volumes on those roadways. As noted in the Four Corners Long-Term Vision section of the Plan, addressing vehicular left turn movements from Colesville Road to University Boulevard would be a key step to advancing the Street Grid concept as part of a long-term vision for Four Corners.

TRANSPORTATION ANALYSIS

TRAVEL DEMAND FORECASTING PROCESS AND ASSUMPTIONS

An enhanced version of Montgomery Planning’s regional travel demand forecasting model, TRAVEL/4, was used to develop traffic forecast results for weekday travel during AM and PM peak periods. TRAVEL/4 is a Montgomery County-focused adaptation of the regional travel demand model developed by the Metropolitan Washington Council of Governments (MWCOC). This tool is a four-step model, consisting of:

- Trip generation: predicts the number of person trips by trip purpose that are generated by and attracted to each Transportation Analysis Zone (TAZ) based on given types and densities of land uses.
- Trip distribution: predicts the spatial pattern of flows between origins and destinations to indicate to which TAZs the person trips from each TAZ will travel. This step is also known as destination choice.
- Mode split: estimates the shares of travel modes the person trips will use, including single occupant auto, multiple occupant auto (including HOV2 and HOV3+), and transit. This step is also known as mode choice. Nonmotorized trips, such as walking and biking, are estimated separately as part of the trip generation step and are not included in the trip distribution, mode split, or traffic assignment steps.
- Traffic assignment: allocates trips to a transportation network to estimate traffic flows and loads on each network segment.

The TRAVEL/4 model incorporates land use and transportation assumptions for the metropolitan Washington region, using the same algorithms as applied by the Metropolitan Washington Council of

Plan scenario and have vphpl values within approximately 2% (fewer than 20 vehicles) of the Year 2045 Proposed Plan Recommendations scenario values.

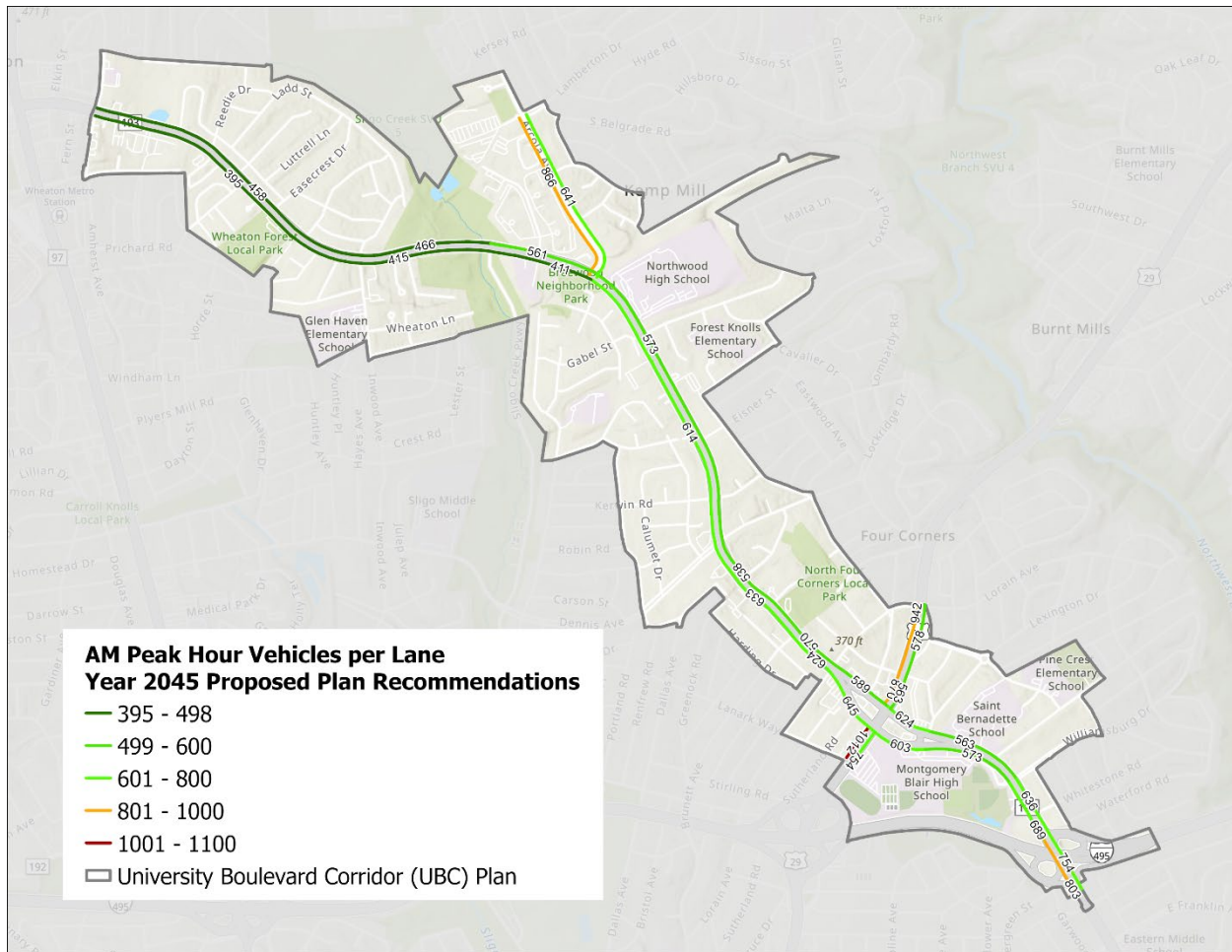


Figure 14 - AM Peak Hour Vehicles per Lane - Year 2045 Proposed Plan Recommendations

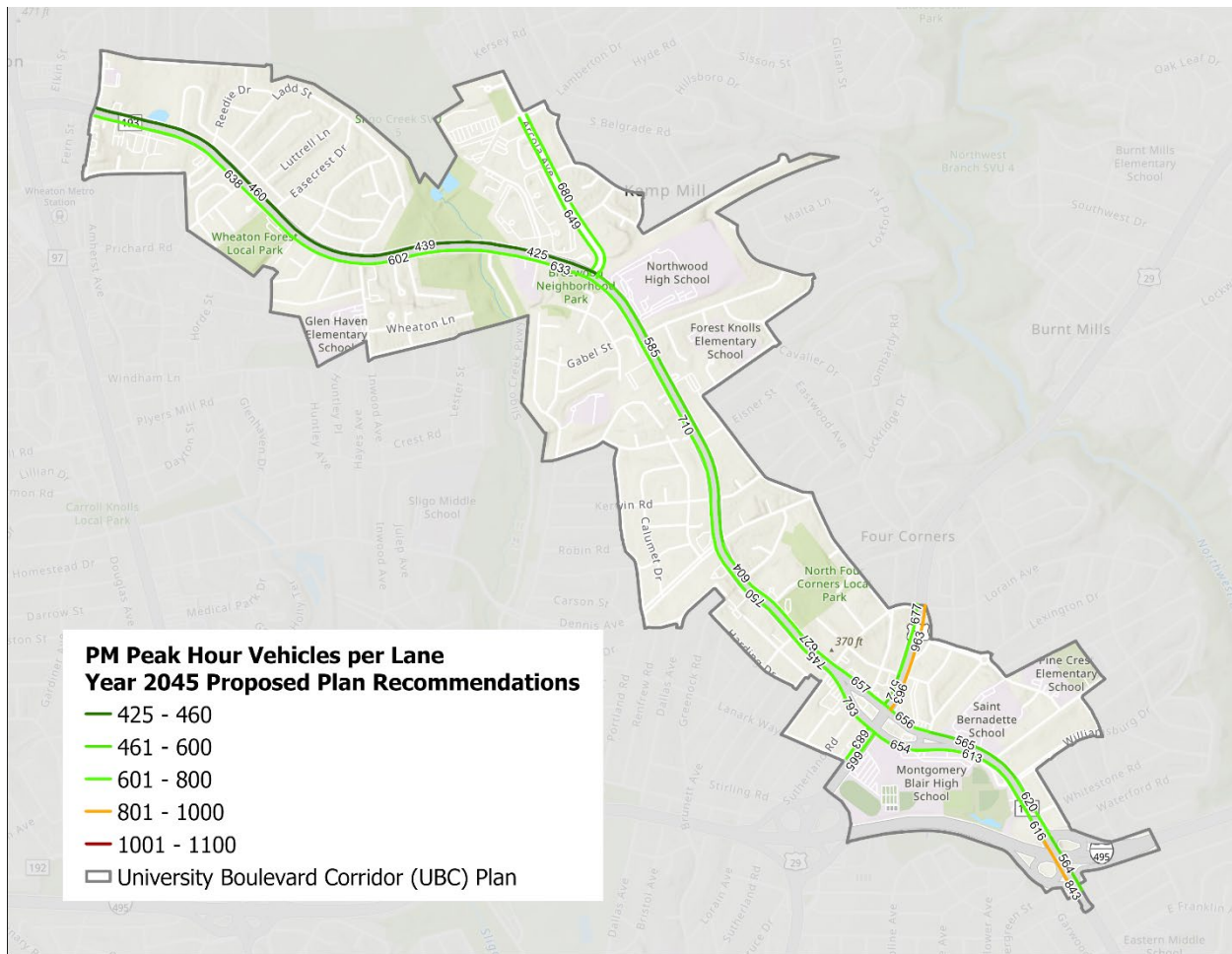


Figure 15 - PM Peak Hour Vehicles per Lane - Year 2045 Proposed Plan Recommendations

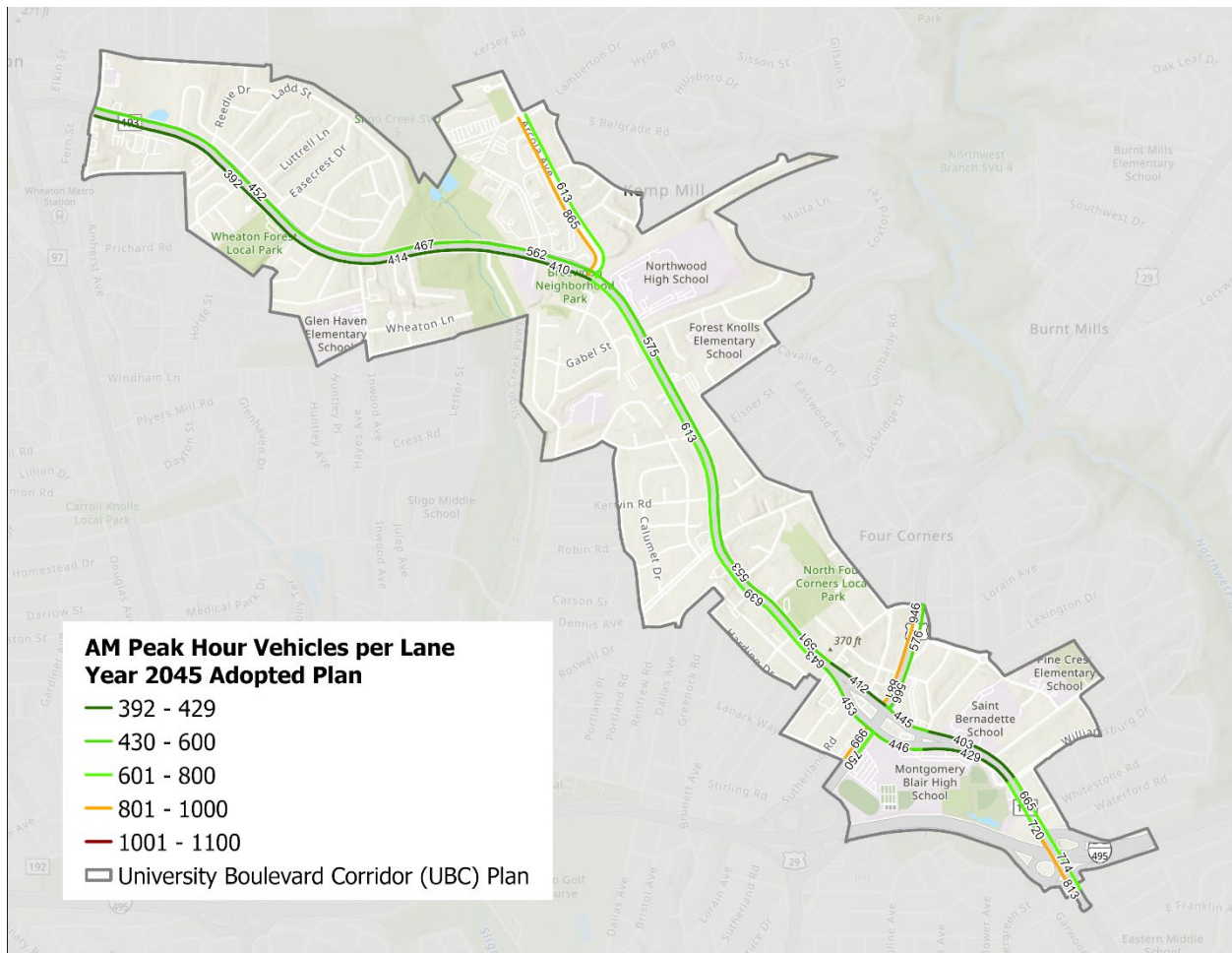


Figure 16 - AM Peak Hour Vehicles per Lane - Year 2045 Adopted Plan

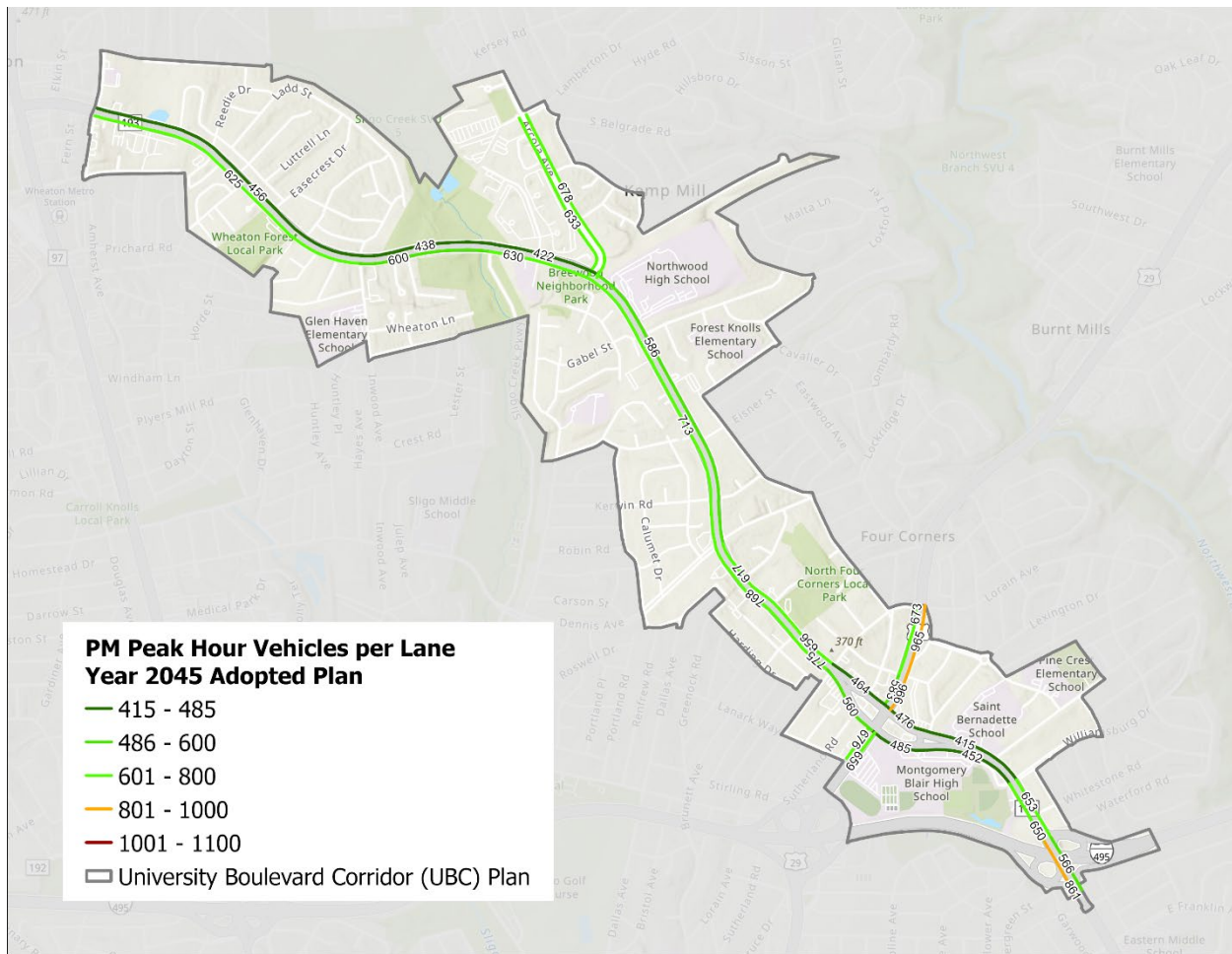


Figure 17 - PM Peak Hour Vehicles per Lane - Year 2045 Adopted Plan

Several caveats apply to the interpretation of the results presented in Figure 14 through Figure 17:

- In Montgomery County, values significantly exceeding 1,000 vphpl have been observed during routine studies.** Data collected for analysis of vehicle lane capacities in the 2013 *Countywide Transit Corridors Functional Master Plan* indicate that numerous road segments operate with volumes above 1,000 vphpl (the highest forecasted volume of any segment in the University Boulevard Corridor Plan area under the Year 2045 Proposed Plan Recommendations scenario), including:
 - Colesville Road from the Northwest Branch to University Boulevard (1,525 vphpl)
 - Colesville Road from University Boulevard to Franklin Avenue (1,325 vphpl)
 - Georgia Avenue from Windham Lane to Dennis Avenue (1,425 vphpl)
 - Georgia Avenue from Dennis Avenue to Forest Glen Road (1,200 vphpl)

From: [Elliot Lowenstein](#)
To: [MCP-Chair](#)
Subject: Comments regarding the University Corridor Plan
Date: Monday, February 24, 2025 11:07:51 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To Whom It May Concern,

As a pedestrian residing in Kemp Mill I initially I expected to be a strong supporter of the University Corridor Plan (the Plan) due to its emphasis on the development of mass transit and its focus on assuring the region develops into the future while addressing the counties need for increased density. I support the increased use of mass transit such as the BRT, promoting the development of the WTOP site, the addition of a new entry street into Kemp Mill and beautification of University Boulevard. However, as I have come to view the plan I believe there needs to be further changes to the plan before it can be accepted by the county. I am concerned in particular about the risks to the strong and vibrant community of Kemp Mill and the intention to create a dangerous stroad:

- What the Plan refers to as the Arcola Avenue District is a core part of the area also included in the Kemp Mill Master Plan -last updated in 2001. For instance, the Kemp Mill Shopping Center is the sole area for shopping in the community of Kemp Mill. It was a key part of the Kemp Mill plan. However, while the shopping center was included in the Plan, the majority of Kemp Mill was not. Its needs were not considered. The next Kemp Mill Master Plan will be meaningless if the zoning for the shopping center is addressed here. As an example, there is inadequate mass transit and micro transit in Kemp Mill and we would be unable to partake of the planned MRT along the University Corridor. The Plan should recommend that the Kemp Mill Master Plan – last revised in 2021 - be an immediate focus of the county and the recommendations of the Plan particularly in the Arcola Avenue District should be referred for consideration in the new Kemp Mill Master Plan and NOT adopted at this time. Only when the surrounding neighborhoods are considered should the plan, as modified, be adopted. We don't need a Robert Moses situation where grand plans don't actually consider the surrounding neighborhoods and end up harming those they allegedly are trying to help.
- Similarly, the needs of the large Jewish community in Kemp Mill were not well understood in the development of the Plan, even as a synagogue on University Boulevard is to be torn down to make way for additional housing. For instance, a little under half of the kosher store in the DMV are in the Kemp Mill Shopping Center and it is vital infrastructure for Jews who keep kosher not only in Kemp Mill but the entire region. This includes the Shaloms Supermarket - 1 of 2 kosher supermarkets in the region and the only source for me for many things I need in walking distance – and three restaurants. Without these resources, many in Kemp Mill would be worse off. But the Plan seemed unaware of any of this even as it recognized the synagogue and yeshiva adjoining the shopping center.

Beyond that I have some basic concerns with the plan:

- Even though the purpose of University Boulevard is to be a road transporting persons from point A to point B, the plan is designed to create traffic in the area of the plan and undermine the primary purpose of University Boulevard – as a road to get from place to place.
 - For instance, persons in the communities that abut the University Boulevard corridor get on the Beltway using Four Corners. But the plan specifically calls for Four Corners to become less vehicle friendly and to throttle cars. This will

lead to more traffic, longer commutes and more vehicles on side streets around Four Corners -such as Lanark Way, Lorain Ave and Brunett Ave to the detriment of the people living there.

- Further up University Boulevard, the plan will lead to perpetual traffic and force cars onto Dennis Avenue even if that is longer for some; again impacting more residential streets including Tenbroek Drive, Gabel Street and Inwood Avenue.
- The plan makes many changes to the corridor to promote additional density and turn University Boulevard into a stroad but in fact University Boulevard will continue to lack a real shopping area for those that reside in this additional density and really will just provide perpetual traffic. All of this relies on the success of a mass transit solution (BRT) that has been long mentioned but never heretofore provided and can easily be removed at any point if it proves unprofitable – as it may well because the plans will still not get the area to the level of density in which mass transit is typically not operated at a loss
- Turning University Boulevard into a stroad probably makes it more dangerous to pedestrians contrary to what was written See this recent article from the Washington Post about the increase in pedestrian fatalities in the region during the same period that Montgomery County has been promoting stroads:
<https://www.washingtonpost.com/dc-md-vb/2025/02/23/pedestrian-deaths-dc-region/> The bike lanes and any additional building guarantees that there will be more people alongside the cars and create more opportunities for risk. Wouldn't it make more sense to increase the capacity of University Boulevard to accommodate both mass transit and additional vehicles if you are going to add density to the area?
- The traffic assumptions behind the study did not factor in the return to the office or the additional traffic when the new and larger Northwood High School reopens.
- Turning University Boulevard into a perpetual traffic jam will add to the difficulties that have come in developing Wheaton. This is particularly unfortunate because Wheaton has the most areas available for build up here (including the WTOP site in the corridor... where I agree with the Plan is an area ripe for buildup. Other areas include the Wheaton Mall itself. It seems to me that you have one county plan undermining another. (And Wheaton itself needs additional resources to make it safer and more appealing as a place to live).

Turning back to Kemp Mill, the neighborhood where I live only has three access points -to University Boulevard (Arcola), Georgia (Arcola) and Randolph Road (Kemp Mill Road). Two of these access points (University, Georgia) now have speed restrictions and other measures to discourage commuters. Our neighborhood is in danger of being locked in place.

Finally, I feel the county did not adequately attempt to work with the communities adjoining the Corridor including Kemp Mill.

I urge the designers of the plan to revisit their assumptions and to better justify the steps they are planning that will harm Kemp Mill and other communities abutting the Plan. Forcing people to live in dense housing with perpetual traffic in the Silver Spring area so that other communities elsewhere in the county don't do their share in addressing the housing shortages is unjust and NIMBYism.

Best regards,

Elliot Lowenstein

From: [Rachel Ravin](#)
To: [MCP-Chair](#)
Subject: University Corridor
Date: Monday, February 24, 2025 11:10:35 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chairperson of the Planning Board,

My name is Rachel Ravin, and I live in Kemp Mill and work in the Kemp Mill Shopping Center. I am a clinical psychologist, licensed in the state of Maryland, and work primarily with kids and adolescents. My office is located in [REDACTED], in the Kemp Mill Shopping Center. I have been working there for over 10 years.

I recently learned that there are plans in the works to possibly change the properties located in the Kemp Mill Shopping Center. I ask that you please reconsider changes to this area. I serve many people in the community, and the convenience is an incredible asset to families. I (and my family and friends) also frequent many of the restaurants, stores, and services in the shopping center. Businesses are busy and lucrative, and serve my family and many others well. We frequent Shalom's, CVS, the cleaners, SunTrust bank, Bright Star Nails, Ben Yehuda pizza, Edwin's hair cut salon, the Pastry Oven, and Holy Chow. I beg you to please allow these services and companies, along with my office (!), to continue to serve our community residents.

All the best,
Rachel Ravin

Sent from my iPhone

From: [Nathan](#)
To: [MCP-Chair](#)
Subject: University blvd Corridor plan
Date: Monday, February 24, 2025 11:14:41 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Here's the one I sent personally with more detail.

Dear Planning Board Members and Council Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe

traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Finally, I have extreme concerns regarding the development of the Arcola shopping center. This shopping center has no fewer than four establishments that directly serve an important population within this area. These establishments will likely not survive this overhaul.

Thank you for your time and consideration.

Sincerely,

Nathan Bogart


From: [Betsy Rubinstein](#)
To: [MCP-Chair](#)
Subject: Opposition to University Boulevard Corridor Proposal for Kemp Mill
Date: Monday, February 24, 2025 11:18:00 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

This proposal, both taken as whole and broken down into its component parts, wreaks of malice, discriminatory intent, and cover for a large host of potential illegalities. By whom precisely has it been proposed, for whose benefit is it meant to inure, and what benefit-cost analyses have been conducted either within or outside of this community to suggest that this is even remotely a good idea to inflict upon us?

The proposal seeks to significantly add to our current population, and to concentrate that addition into a locale that seems to have been particularly and maliciously selected to dramatically alter the current socioeconomic demographic of the community. This in turn will predictably, and apparently intentionally, drive property values down. Appallingly, you might also even attempt to seize and repurpose private property via rezoning to accomplish your goals, destroying businesses integral to and highly valued by the community.

You apparently want to force happy residents out of the community, hitting them as hard as you possibly can in the pocketbook in the process, and replace them with some unknown (at least to us) needy population who will forgo commuting via automobile. In turn, those of us already living in the community, and either choosing or being forced by the financial circumstances you create to remain here, will be made as miserable as possible by the proposed changes to the roadways, new automobile-unfriendly traffic patterns and newly imposed traffic laws. The new bus/bicycle lanes already built have already proven ill-advised, unfriendly to automobile drivers and unsafe for the current population.

Betsy Rubinstein

Silver Spring, MD 20902

From: [Aliza Kwiat](#)
To: [MCP-Chair](#)
Subject: University Blvd corridor plan
Date: Monday, February 24, 2025 11:40:08 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I live in Kemp Mill and am vehemently opposed to the UBCP plan. Both the parts regarding University Blvd and regarding land uses in many areas of Silver Spring, including the Kemp Mill Shopping Center. This plan would greatly reduce our community's quality of life, greatly increase traffic congestion within the affected areas of Silver Spring, and all along University Blvd, from the Four Corners until the Wheaton shopping area. And I have to add that this plan is completely disregarding both the reality of the current use of University Blvd and the reality and needs of the Orthodox Jewish population of Kemp Mill, as well as the current residents of Kemp Mill.

Thank you,
Aliza Kwiat
[REDACTED]
Wheaton, MD 20902

From: [BenSam Steele](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan
Date: Tuesday, February 25, 2025 12:00:54 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello

My name Is Ben. I Am A resident on Lamberton Drive as well as a Student at the Yeshiva College of the Nation's Capitol on Arcola Avenue. I am extremely anti the proposed "University Boulevard Corridor Plan" as it will increase traffic on Arcola Avenue. Anyone who has ever driven on Arcola will testify that traffic is bad enough as it is. Decreasing lanes will make the situation unbearable, and will cause issues for people needing to commute to work and school. The plan will also restrict access to the shopping center located at the corner of Arcola and Lamberton. That shopping center contains many mom and pop businesses. I strongly hope that this plan is cancelled.

Thank you for taking the time to read this.

From: [Rachelle Reingold](#)
To: [MCP-Chair](#)
Subject: UBC plan
Date: Tuesday, February 25, 2025 7:48:36 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chairperson,

I am unequivocally opposed to the University Boulevard Corridor Plan as it is written.

It promises to disrupt life to the residents of Kemp Mill in a way that will force us to leave this neighborhood.

You have proposed a plan and have not solicited public input on such an important matter.

The impact on the Jewish community here will be devastating. You propose to eliminate the Kemp Mill shopping center which provides most of the kosher infrastructure for this community—in easy walking distance—by the way. There are no less than four kosher establishments there that service the neighborhood and the multi-family dwellings of the high-rise apartments on Arcola Avenue.

Other negative impacts will be the slowing of traffic, and hence congestion and pollution.


You will destroy a neighborhood that served as home for a cultural minority that has been here for well over a half a century.

I ask that you revoke this plan and seek input from the stakeholders before you destroy our homes and neighborhood.

Sincerely,

Rachelle Reingold

Kenbrook Drive

 Silver Spring, MD 20902

From: [Molly Uxa](#)
To: [MCP-Chair](#)
Subject: Written testimony for the Feb 27, 2025 Planning Board Meeting
Date: Tuesday, February 25, 2025 8:03:59 AM
Attachments: [Response to the University Blvd Corridor Plan - Final.pdf](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Mr. Harris,

I'm writing on behalf of a group of neighbors in South Four Corners to submit written testimony for the upcoming Planning Board meeting scheduled for February 27, 2025, specifically in regard to the *Master Plan Public Hearing for the University Blvd Corridor Plan*.

This statement demonstrates some areas of key concerns with the plan (which complements concerns raised by the official South Four Corners Civic Association) while also - importantly - demonstrating strong support for a number of recommendations. We hope this balanced, and thorough, response to the UBCP is welcomed and demonstrates that there are members of the community who are very supportive of many aspects of the plan and want to engage in good faith discussions around what implementation could look like.

Please find our full statement attached, including names and addresses representing 14 households in South Four Corners. We welcome engagement and further discussion as well from the Planning Board.

Thank you for your time,

Molly Uxa-Chakravarty
[REDACTED] Silver Spring, MD 20901

University Blvd Corridor Plan – Response from constituents in South Four Corners

The below statements of support and concern represent the opinions of a group of neighbors in the South Four Corners community. We recognize the amount of work and engagement the Planning Department has put into the University Blvd Corridor Plan (UBCP) and welcome many of the recommendations. We appreciate that this is a long-term vision, to be implemented incrementally over a 20-year period. However, we also have several ongoing and serious concerns with aspects of the plan. The document below details our responses to each of the core sections in the working draft, in the order in which they appear in the draft.

Improved Land Use, Zoning, & Urban Design

Support:

- We support the rezoning elements of the UBCP that promote modern, environmentally-conscious, mixed use redevelopment *if and when* private property owners choose to opt in to property and lot redesign.
 - The shopping and commercial center at Four Corners, built in the 1940s, is outdated and no longer meets the needs and aspirations of the surrounding neighborhoods. The proposed rezoning would enable redevelopment that could bring in a diverse range of additional small businesses and amenities that would benefit the entire Four Corners and broader plan area, reinvigorating the corridor and creating opportunities for local business owners and entrepreneurs to occupy commercial spaces in the neighborhood.
 - Relatedly, **we expect to see a concerted effort to prioritize and support small and locally-owned business development in the plan area as part of any future redevelopment.**
 - New zoning regulations would also enable more efficient and creative use of the existing land by introducing mixed use development and allowing for the construction of housing units on land owned by faith-based organizations.
 - Upzoning along the corridor would enable the eventual construction of much-needed new housing in the plan area, *should private property owners choose to redevelop*. By enabling duplexes, triplexes, and other configurations on University Blvd, we could welcome new neighbors to the community through new homes that meet the needs and price points for a wider range of households, including housing options that address the “missing middle” between high-rise apartment complexes and single family homes.
- We support development standards that require new construction to gradually blend in to existing neighborhood heights and character.
- We support locating structured parking, either above or below grade, that minimizes street exposures (and keeping the language about improving parking availability in Four Corners).
- We support the guidance to incorporate public art or visual landmarks if properties redevelop.

Concerns:

- We remain concerned about neighborhood traffic and parking which could become more difficult as potential redevelopment increases in the plan area.
- Many neighborhood streets are already at capacity for on-street parking, and without parking requirements for new commercial and residential development, parking could become more difficult for neighborhood residents.

Response:

- **Redevelopment plans that do *not* incorporate parking solutions or that otherwise put a burden on neighborhood streets, including via increased commercial traffic (delivery vehicles, etc.) will face opposition.**
- Neighborhood streets should prioritize local resident parking (implemented through permitting or other measures such as ticketing non-registered vehicles) and efforts must be made to address parking needs and mitigate parking concerns on neighborhood streets as part of any new development on University Blvd.
- Rezoning efforts should begin with the lots in the plan area that are currently being either underutilized or being used for commercial and institutional purposes and that are located closest to planned or existing transit hubs.
- Rezoning residential lots should be done at a later date to ensure that any traffic and parking increases and infrastructure demands from increased commercial and mixed used development can be accommodated first.

Affordable Housing Commitments

Support:

- Between 2020 and 2024 homelessness in Montgomery County increased by 71%.¹ During the same period, the average home price jumped 42.6% and average rent has increased 21.4%, all while average income has only risen by 12%.² In addition to this, as of 2022, Montgomery County was on pace to continue a multi-year downward trend in building new homes.³ All of this points to a serious need for new homes in Montgomery County. We support all efforts to increase housing supply throughout the County and, specifically for this proposal, in the plan area.
- We support the proposal to set aside at least 30% of new homes as Moderately Priced Dwelling Units (compared to the current county-wide requirement of 15%)⁴. Equitable inclusionary housing policies such as the MPDU program allows households earning a range of incomes to enjoy the benefits of new development.
- We support the development of permanent and temporary supportive housing in the plan area to serve elderly and disabled residents, as well as those who are transitioning out of homelessness.

¹ Washington Council of Governments' (COG) [Point in Time Survey](#)

² Zillow, U.S. Census Bureau

³ U.S. Census Bureau,

<https://montgomeryplanning.org/blog-design/2024/08/century-of-change-where-we-are-after-100-years-of-homebuilding-in-montgomery-county/>

⁴ See the County's website on the MPDU program:

<https://www.montgomerycountymd.gov/DHCA/MPDU/mpdu-program.html>

- We support replacing any loss of naturally occurring affordable housing⁵ with income-restricted affordable housing in the plan area to ensure there is no net-loss of affordable housing.
- We support the proposed rezoning to encourage the development of mixed-use properties and to allow the creation of new housing units on land owned by religious institutions. Mixed-use development is essential in creating more vibrant and financially viable districts, allowing for the development of new housing, a built-in consumer base for commercial enterprises, and the stability that comes with anchor retail. Faith-based organizations often own land they cannot develop under current zoning; changing these restrictions would allow them to use this land to provide more housing options to serve the surrounding community.

Concerns:

- While we strongly support the affordable housing recommendations in the UBCP, we recognize that these are *recommendations* and not guarantees or commitments. We are concerned that, should the UBCP be approved, the affordable housing recommendations will not become reality.

Response:

- We ask that any new affordable housing is sufficiently protected as affordable via deed restrictions of at least 30 years, with a preference for permanent affordability.
- The UBCP should be amended to require MPDUs in all new residential buildings in the plan area with more than 4 units at the recommended level of 30% of units set aside as affordable. This would reduce the current County guidance that MPDUs are required for any buildings with 20 or more units.
- Specific guidance should be given on how naturally occurring affordable housing will be defined in the plan area so a clear 1:1 replacement and no net-loss of affordable housing can be measured.

Parks & Open Spaces

Support:

- With specific attention to the Four Corners area, we strongly support the recommendations put forward (p. 83) for improving access to North Four Corners Park, improving shade cover at the park, finding a long-term tenant for the building on the park grounds, and other improvements.
- We support the proposed guidelines to incorporate new public green spaces if certain large parcels of land are redeveloped.

Environmental Sustainability

Support:

- We strongly support all elements of the environmental recommendations included in the UBCP working draft (listed on p. 87-89), including:

⁵ We recognize that existing naturally occurring affordable housing is currently not income-restricted nor protected affordable housing – it is simply market-rate housing that sits at a lower-than-average price point.

- Developing University Blvd into a “cool corridor”
 - We remain concerned about the impact to property owners on University Blvd and the practicality of adding green buffer zones, etc., as detailed in the “concerns” under Transportation and Safety. These concerns should be addressed before route re-designs of University Blvd are finalized.
- Protecting and increasing tree canopy
- Mitigating excess runoff and protecting stream water quality
- Promoting public health
- Strengthening environmental guidance of new buildings/ development
 - We strongly insist that any new residential and/or commercial development in the area as a result of rezoning be held to high sustainability standards (i.e. passive house, LEED certified, etc.)
- Promoting native species

Transportation and Safety

Support:

- Safety improvements along University Blvd are long overdue and should begin immediately in coordination with existing Maryland DOT efforts. Even without additional changes envisioned in the UBCP, these safety improvements in Four Corners (as described on p. 100 - 122 of the working draft) would have an immediate positive impact on neighborhood walkability and accessibility.
 - Specifically we support increased protected crossings, reduced lane numbers and widths, expanded sidewalks, buffers, reduced curb radii, improved access to bikeshare, improved crosswalks that are visible and ADA compliant, and the implementation of “no right turn on red” on new signalized intersections, among other ideas.
- We support the exploration and swift implementation of neighborhood street safety measures which should be prioritized as part of the overall traffic safety improvements. Residents should be engaged in the study and introduction of some combination of the traffic calming measures for neighborhood streets described on p. 108 of the working draft.
- We support efforts to improve street connectivity for *pedestrian and bicyclist use*. See below opposition and concerns to increased vehicle connectivity to neighborhood streets.

Concerns - Connecting Neighborhood Streets to University Blvd, or in parallel

- While we appreciate the Planning Dept’s removal of the “street grid” proposal from the working draft, we remain concerned about “connected streets” included in the long-term vision of this plan and the “near-term studies” that will be undertaken.
- We also remain opposed to efforts to extend or connect neighborhood streets in parallel to University (i.e. Gilmore) and efforts to extend neighborhood streets directly to University (i.e. Greenock, Rogart, Sutherland, etc.) in ways that would enable increased vehicular travel.

- We are concerned that it would be impossible to avoid increases in traffic, noise, and pollution on the affected neighborhood streets through the street grid and other connected road designs.

Response:

- Near-term and future studies should directly engage all nearby residents before solution(s) that enable better connectivity are determined.
- Study findings and future design options should be made publicly available and should seek to determine:
 - Change in traffic volume on neighborhood streets (both via cut-through and local traffic) for a variety of potential scenarios including existing traffic being re-routed to these new connected streets and traffic resulting from increased population due to rezoning
 - Most appropriate mitigation efforts to reduce any increases in traffic (and associated noise and pollution) through various “connected street” design options
 - The benefits of increased “connectivity” for pedestrian and bike travel, instead of vehicular traffic
- **Any future long-term connectivity should not decrease safety on affected neighborhood streets or remove any residential properties.**
- Any future proposed changes should prioritize improved connectivity for neighborhood residents, not to accommodate increased cut-through traffic or diversions from University Blvd or Colesville Rd.
- Future proposed “connected streets” designs that do not include adequate protections against increased cut-through traffic or otherwise decrease safety on neighborhood streets will face opposition.

Concerns - Existing University Blvd Residents

- While we support the concept of wider sidewalks, the addition of green buffer zones, and added bike lanes on University Blvd, we remain concerned about the practicality of implementing these features without harming the quality of life for existing residents on University Blvd.

Response

- Property owners should be engaged directly so they understand the specific boundaries of the Right of Way (ROW) that runs through their property and the impact it would have. Planners and appropriate County departments and representatives must reach out to all affected residents to discuss future scenarios.
- Any improvements on University Blvd should include steps to mitigate impacts to property owners on University Blvd and ensure appropriate access to existing properties. This should be done prior to securing project funding, as part of the engineering and design phases.

Community Facilities

Support:

- We support all efforts to maintain existing public facilities and co-locate new facilities, if needed, in the future to provide public benefit to the plan area.

- We support the recommendations for new child daycare and senior service centers in the plan area.
- We support efforts to improve food security in the plan area, including through the introduction of community gardens and farmers markets. While these are recommended to be located in future “privately owned public spaces,” we strongly encourage the County in the near-term to explore existing facilities where these could be co-located – including existing parks and schools in the plan area. Any siting of community garden spaces should prioritize access by areas with high levels of food insecurity.
- We support the recommendations to undertake a comprehensive school capacity study to determine current and future capacity needs of elementary, middle, and high schools in the plan area.

Historic Resources

Support:

- We support the protection of historic sites across the Plan Area. Of particular relevance to the Four Corners area, we support the exploration and evaluation of the Nichiren Shoshu Myosenji Temple for possible future listing in the *Master Plan for Historic Preservation*. We also support the preservation of certain elements of the Woodmoor shopping center — should any redevelopment occur — such as the facade and the sign.

Racial Equity & Social Justice

Support:

- We appreciate the Planning Dept’s emphasis on developing the UBCP through a racial equity and social justice lens and affirm our support for the “equity implications of the key recommendations” as described.

Signed,

Laura Lorenzen

[REDACTED]

Silver Spring, MD 20901

Arunabha and Molly Uxa-Chakravarty

[REDACTED]

Silver Spring, MD 20901

David and Betsy Devlin-Foltz

[REDACTED]

Silver Spring, MD 20901

Lindsay Renick Mayer and Jamie Corey

[REDACTED]

Silver Spring, MD 20901

Jo Miles

[REDACTED]

Silver Spring MD 20901

Joe Cody

[REDACTED] Silver Spring, MD 20901

Heidi Strom Moon

[REDACTED] Silver Spring, MD 20901

Brian Stagg

[REDACTED] Silver Spring, MD 20901

Pamela Dent

[REDACTED] Silver Spring, MD 20901

Brian Wilmot and Alexandra Hoskins

[REDACTED] Silver Spring, MD 20901

Mary Lou and Larry Johnson

[REDACTED] Silver Spring, MD 20901

Kyle and Amanda Lukacs

[REDACTED] Silver Spring, MD 20901

Corinne Pickus

[REDACTED] Silver Spring, MD 20901

Marisa Kirk-Epstein and Brian Stromberg

[REDACTED] Silver Spring, MD 20901

From: [Binyamin Turoff](#)
To: [MCP-Chair](#)
Subject: We disagree
Date: Tuesday, February 25, 2025 9:05:58 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chairperson,

We who live in the Kemp mill area strongly disagree with the new community plans.

We Do NOT want slower speed limits.

We Do NOT want people living in the shopping center area.

We Do NOT want less car lanes.

What would be helpful are speed bumps on lamberton. This would actually add to safety.

Thank you,
Benjamin Turoff

From: [T. Soderquist](#)
To: [MCP-Chair](#)
Subject: Support for the University Boulevard Corridor Plan
Date: Tuesday, February 25, 2025 9:06:12 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good morning!

I live in the Woodmoor neighborhood in Silver Spring, and I strongly support the University Boulevard Corridor Plan. This plan will be transformative for our community. I want to be able to walk and bike safely through Four Corners and to Wheaton and am currently not able to do it because of narrow sidewalks and dangerous infrastructure. Creating complete streets that welcome people walking, biking, and rolling would drastically improve our quality of life. We could feel safer and be more likely to walk to stores and restaurants and not feel we need to rely on cars for our daily needs.

More housing would help address the housing crisis and give opportunities for people to live in a transit corridor as well as diversify the housing stock here for those that want to rent or downsize.

I look forward to a University Blvd that is focused on livability and quality of life as opposed to being an environment people avoid or barely tolerate as they walk to a bus or the store.

Thank you,
Trina Soderquist

From: [Yael Cortell](#)
To: [MCP-Chair](#)
Subject: UBC Plan
Date: Tuesday, February 25, 2025 9:08:58 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chairperson,

I am unequivocally opposed to the University Boulevard Corridor Plan as it is written.

It promises to disrupt life to the residents of Kemp Mill in a way that will force us to leave this neighborhood.

You have proposed a plan and have not solicited public input on such an important matter.

The impact on the Jewish community here will be devastating. You propose to eliminate the Kemp Mill shopping center which provides most of the kosher infrastructure for this community—in easy walking distance—by the way. There are no less than four kosher establishments there that service the neighborhood and the multi-family dwellings of the high-rise apartments on Arcola Avenue.

Other negative impacts will be the slowing of traffic, and hence congestion and pollution.

You will destroy a neighborhood that served as home for a cultural minority that has been here for well over a half a century.

I ask that you revoke this plan and seek input from the stakeholders before you destroy our homes and neighborhood.

Sincerely,

Yael Cortell

Hyde Road

From: [Chana Biberfeld](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan
Date: Tuesday, February 25, 2025 9:13:04 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chairperson,

I am unequivocally opposed to the University Boulevard Corridor Plan as it is written.

It promises to disrupt life to the residents of Kemp Mill in a way that will force us to leave this neighborhood.

You have proposed a plan and have not solicited public input on such an important matter.

The impact on the Jewish community here will be devastating. You propose to eliminate the Kemp Mill shopping center which provides most of the kosher infrastructure for this community—in easy walking distance—by the way. There are no less than four kosher establishments there that service the neighborhood and the multi-family dwellings of the high-rise apartments on Arcola Avenue.

Other negative impacts will be the slowing of traffic, and hence congestion and pollution.

You will destroy a neighborhood that served as home for a cultural minority that has been here for well over a half a century.

I ask that you revoke this plan and seek input from the stakeholders before you destroy our homes and neighborhood.

Sincerely,

Chana Biberfeld

Mrs. Chana Biberfeld
Director of Educational Support
Yeshiva of Greater Washington

From: [Donni Krainess](#)
To: [MCP-Chair](#)
Subject: Opposition to the University Blvd corridor plan
Date: Tuesday, February 25, 2025 9:19:19 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

As a Montgomery County resident and someone who frequently uses University Boulevard and the surround streets as part of my daily commute, I'd like to express my concerns with the proposed University Boulevard Corridor Plan.

In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the needs of the vast majority who drive. This is impractical and inequitable.

In particular, I oppose any plan to:

- Make the currently-underutilized bus lanes on University Blvd permanent, narrowing the lanes available to drivers.
- Eliminate designated lanes for right-turning vehicles to turn without a signal.
- Make University and Colesville two-lane roads at Four Corners, with no designated turnaround.
- Set speed limits along all of University between Four Corners and Wheaton of either 25mph or 30mph.

While each of these proposals has issues, the combined effect of all of them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life.

I encourage the Planning Board to reconsider the plan to better account for the tens of thousands of taxpaying Montgomery County families who drive on University Boulevard as part of their commute and daily life.

Thank you,

Donni Krainess

[REDACTED] Silver Spring, MD 20902

From: [Tim Soderquist](#)
To: [MCP-Chair](#)
Subject: Written testimony to support University Boulevard Corridor Plan
Date: Tuesday, February 25, 2025 9:47:22 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Please accept this testimony in support of the University Boulevard Corridor Plan.

I fully support the University Boulevard Corridor Plan. This is a once in a generation opportunity to transform University Blvd into a complete street, in other words, a place that serves the entire community.

I live in the Woodmoor neighborhood of Four Corners. I want to walk and bike with my family to places that are within walking and biking distance, but with narrow sidewalks and car-centric infrastructure, we don't always feel comfortable. Shared use paths and a sensible street grid with right-size roadways would help transform our community into a place where we can move around in safety and comfort. Safe and welcoming bicycle and pedestrian facilities the length of University that fully connects neighborhoods like Four Corners and Wheaton would allow and encourage more people to walk and bike.

Allowing for more small-scale retail along the corridor, for example, cafes, restaurants, and small shops on the first floor of apartment buildings would help create fifteen minute neighborhoods and provide an alternative to driving.

We are in a housing crisis. Upzoning along this transit and growth corridor would allow people to use their property to create more housing types while still maintaining relatively low density. It is important to create housing where people want to live. Currently there is almost nothing but single family homes here. As I get older and think of downsizing I hope to stay in my neighborhood. I would like to see more housing types (even further into neighborhoods) that would allow people to live here instead of more far flung developments that contribute to sprawl.

A big part of the transformation is improved transit. We are a high use transit corridor and world class BRT can make it even more so. Changing a car lane to a bus lane between Four Corners and Wheaton has shown that we don't need three lanes for cars. We can make room for transit and enable it to be even more efficient. Narrowing lanes creates more room for bike and pedestrian infrastructure, and helps calm car traffic which makes the streets safer and results in less noise and particulate pollution from brakes.

It's important that we develop and plan our communities in agreement with Thrive 2050, The Pedestrian Master Plan, VisionZero, and other guidelines. I am grateful that the University Boulevard Corridor Plan is visionary and truly attempts to transform our communities with livable, complete streets.

Tim Soderquist

From: [La Zooz](#)
To: [MCP-Chair](#)
Subject: Testimony to be Included In Public Record
Date: Tuesday, February 25, 2025 10:28:05 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chair of Planning Board,

I am signed up to testify on Thursday at the Planning Board's Hearing and would like my testimony to be included in the Public Record.

Michelle Penn

[REDACTED]
Silver Spring, MD 20902

Testimony:

My name is Michelle Penn and I have been a Kemp Mill resident for the past 12 years. Every single weekday of those 12 years, without fail, I have driven at least 4 times a day on University Blvd, whether it is going and coming from dropping off my 5 children and preschool, driving to Wheaton to access the Costco or UPS Store in Wheaton, or any number of other locations. The truth is, the really only way out of our Kemp Mill neighborhood is out onto University Blvd. There is no question about it, University Blvd is a main artery, a connector. The plan in front of us today ignores this fact. How you ask? In so many many ways, and as you are hearing from many of them today, but I will choose to focus on just one point of this incredibly detrimental and not well researched plan.

This plan completely ignores the fact that people leaving in Kemp Mill exit our community out of the Arcola and University junction. All of them.. By taking away turning lanes, specifically the right on red, you are completely debilitating our abilities to easily access our main artery out to the schools, preschools, shopping and other resources we use every day. And no, public transit it not feasible for families such as mine with a multitude of young children.

In fact, when you did the pilot biking program, you also took away our right hand turn lane. It was an epic disaster for our community. During morning rush hours, it would take 2-3 lights for the lanes to empty, backing up almost to Lambertson Drive each morning. It added a huge amount of stress and anxiety to our morning commutes, with all families with multiple kids who cannot and will not be taking public transportation to get their multiple children to school. Besides being incredibly inefficient and frustrating, with all those cars idling and waiting to make your right on red, you are now responsible for adding tons of additional car exhaust and pollution to the atmosphere. Just what you were trying to avoid

with this plan in the first place.

One more point about this one small aspect of your 150 page plan that you've laid forward, the rezoning would cause that many more people to be in the neighborhood, looking to get out to the places they need to go. Using the same intersection to get out to the same schools and the same stores and the same multiple children so they are not taking public transit. If that was the backup with the current population with Kemp Mill, now you are adding many new families with your rezoning and at this point, we will be looking at adding even more time to make that right out onto University. And no, one small one lane road out the back of the shopping center will not be enough for the hundreds of people you will be bringing in with your rezoning. You are creating a massive influx of people before you've built the infrastructure in order to support those people, and have no plans in which to create the infrastructure needed to make it work. Instead you are hoping to push us all to be using mass transit, which, as stated above, is completely unfeasible for families with multiple children.

For this and so many of the reasons my fellow neighbors have shared, I strongly and vehemently oppose the University Blvd Corridor plan and am strongly encouraging this board to engage with the community and feedback process so that they can develop a plan that can address these very important and concerning points.

--

La Zooz Dance

[REDACTED]

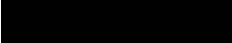
From: [Joseph Elbaum](#)
To: [MCP-Chair](#)
Subject: Written testimony for UBC Plan Public Hearing on 2/27/2025
Date: Tuesday, February 25, 2025 10:55:16 AM
Attachments: [University Blvd Corridor Plan Draft Meeting Letter.pdf](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chair Harris,

I have attached my written testimony for the upcoming public hearing on the University Boulevard Corridor (UBC) Plan, on Thursday, February 27, 2025.

Respectfully,
Joe Elbaum

 Silver Spring, MD 20902

Chair Artie Harris
Montgomery County Planning Board
2425 Reedie Drive
Wheaton, MD 20902

RE: Public hearing on the University Boulevard Corridor (UBC) Plan for Thursday, Feb 27

Dear Chair Harris and Members of the Planning Board,

I am a resident of Kemp Mill, writing in opposition to most of the recommendations in the Public Hearing Draft of the University Boulevard Corridor Plan.

The opening sentence of the Executive Summary for the plan (page 6 of the public hearing draft, Introduction) says:

“The University Boulevard Corridor Plan (Plan) envisions **transforming** approximately 3.5 miles of University Boulevard West and East (MD 193) into a **pedestrian-oriented** and multimodal corridor that supports safe movement for all people, **especially those walking, biking, and rolling.**” (emphasis mine).

Noticeably missing from this introduction are the words ‘driving’ or ‘car’.

Furthermore, on page 7 of the plan under Key Plan Recommendations, the first section is titled Urban Design. This phrase Urban Design is used throughout the plan. University Boulevard between Amherst Avenue and Four Corners is not urban, it is suburban. The various “places” along this corridor are too far apart from each other to be walkable. A more suitable area to transform would be downtown Wheaton, which is already a more urban environment. That should be the area to focus on, not the suburban communities between Amherst Avenue and Four Corners.

My wife and I and our three kids live in Kemp Mill. We walk and ride bikes as often as we can, but most of the places we need to get to are not within walking distance, such as school, work, grocery shopping, after-school activities, team sports, friends, etc. Driving for us is not a choice we make. It is a necessity. It is how we get around in this suburban area.

Prior to the creation of dedicated bus lanes, which were implemented against the wishes of most residents and which eliminated 1/3 of available car travel lanes, University Boulevard was always the quickest way to get from my home in Kemp Mill to either downtown Silver Spring or DC. Now, traffic congestion on University Blvd between Arcola Ave and Dennis Ave can get so bad during morning rush hour that I often take Sligo Creek Parkway just to avoid sitting in long backups on University. The University Boulevard bus/bike lane - nearly always empty of buses and bikes - are inadvertently incentivizing drivers to take winding parkways and other

neighborhood streets to avoid this newly created congestion. These dedicated bus/bike lanes should be removed.

The following recommendations SHOULD NOT be implemented:

- Implement “No Right Turn on Red” restrictions at signalized intersections.
- Right-size roadways and intersections to create a safer and more comfortable environment for people who are walking, rolling, bicycling, riding transit, and driving, as shown in Table 1.
 - 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 CSDG.
 - Remove channelized right-turn lanes from all intersections.
 - Avoid the use of multiple dedicated left- and right-turn lanes such as, dual right-turn lanes.
- 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.

There are some parts of this plan that I agree with, and I think would greatly improve our communities.

I am in favor of widening the sidewalks along University Boulevard. I would like to see safer intersections and crossings, better pedestrian access, and convenient and reliable bus routes.

I support the idea of creating an access road that connects University Boulevard West with the Kemp Mill Shopping Center, as this would alleviate some traffic along Arcola Avenue and allow for easier access to the shopping center.

The following recommendations SHOULD be implemented:

- Implement 10-foot sidepaths and 8-foot street buffers along both sides of University Boulevard between Amherst Avenue and Lorain Avenue and between Lexington Avenue and the I-495 interchange.
- Ensure ADA accessibility on all public pathways, including sidewalks, trails, and street crossings, in accordance with current best practices.
- Improve and extend the existing access road from University Boulevard West through University Towers as a pedestrian friendly street with street-facing buildings and enhanced streetscape that connects with new internal streets in the redeveloped

shopping center cluster, to provide an alternative vehicular connection north and east of Arcola Avenue.

The problem that I see with most of this plan is that it will - explicitly and by design - create even more traffic congestion on University Boulevard, Arcola Avenue, and Kemp Mill Road - the only routes in and out of our neighborhood. These roads are already very congested every day during rush hour, and I do not see how implementing this plan does anything but make the problem worse. This would adversely impact the climate and the quality of life in our communities. More traffic congestion means poorer fuel economy, greater commuting costs, higher emissions, and dirtier air. More traffic congestion leads to anger. Anger leads to hate. Hate leads to suffering from road rage incidents and accidents.

In this plan, safe movement is supported for only some people - specifically those walking, biking, and rolling - to the exclusion of most of the residents in this suburban area. Let's instead create an inclusive plan that supports all people - walkers, bikers, rollers, and yes, also drivers.

Respectfully Submitted,

Joe Elbaum

[REDACTED]

Silver Spring, MD 20902

From: [Sharon Canavan](#)
To: [MCP-Chair](#)
Subject: NFCCA statement for Feb 27 public hearing
Date: Tuesday, February 25, 2025 11:02:31 AM
Attachments: [Feb 27 PB letter- FINAL.docx](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Please accept the attached statement on behalf of the Northwood Four Corners Civic Association for the February 27th hearing on the Public Hearing Draft of the University Boulevard Corridor Plan.



February 25, 2025

Dear Chairman Harris and Commissioners on the Montgomery County Planning Board:

Thank you for the opportunity to express the views of the Northwood-Four Corners Civic Association (NFCCA) regarding the Public Hearing Draft of the University Boulevard Corridor Plan (UBCP). NFCCA would like to acknowledge that the planning agency staff have put a great deal of thought and work into developing the UBCP; likewise, staff have made themselves available for meetings and have been responsive to the many questions that arose as this draft plan evolved.

University Boulevard and Colesville Road each lie along a boundary of the NFCCA, with the Northwest Branch and Northwood High School bordering the other two sides. There are approximately 1486 single family households in the NFCCA community. Although the community's views on the UBCP recommendations are not unanimous, there is clearly strong concern among many residents that the Commercial Residential Neighborhood (CRN) and Commercial Residential Town (CRT) upzoning recommendations affect far too many properties and that the transportation recommendations to reduce travel lanes will exacerbate congestion and increase cut-through traffic in our neighborhood.

The pace of Planning Board consideration of the UBCP is concerning. The initial upzoning recommendations were made public just two weeks before the Planning Board hearing in late October. This hearing comes just six weeks after the Public Hearing Draft was released. The rushed process for consideration of this complex document has left insufficient time for civic associations to communicate with residents and prepare for formal consideration of resolutions in compliance with bylaws. Indeed, the in-person NFCCA General Meeting when this proposal was to be discussed was cancelled without an opportunity to reschedule. The meeting venue was closed due to snow; we had to rely on Zoom, which is an imperfect medium for the full discussion that was planned that evening. Fortunately, NFCCA had a survey of residents in process.

Adding to the confusion—and moving on a similarly fast track—ZTA 25-02, which proposes upzoning for properties directly fronting corridors, has been introduced in the County Council. Ultimately, it would be fairer for the UBCP's housing proposals for increasing housing density to mirror the Council's final determination, once adopted.

To gather more granular detail regarding our positioning on the UBCP recommendations, NFCCA developed and circulated an in-depth survey for residents to fill out in order to drill down on various aspects of the UBCP. The opinions and concerns outlined in this statement reflect the responses NFCCA received to this survey. A copy of the survey results is included with this letter.

Although important patterns of majority opinion emerge from the 78 survey responses that residents submitted, the responses also highlight the diversity of experiences and opinions pertaining to what makes a neighborhood great and how the UBCP could potentially influence that. For example, in response to what residents like about the community *today*, 52 percent of the respondents cited “convenient access to retail, dining, parks, houses of worship” and 47 percent liked “lower home prices compared to the rest of the county.”

Responses to the question of matters the community dislikes were “Traffic congestion on University Boulevard” (58 percent), “cut-through traffic and speeding, and “not enough shopping and dining” at 64 percent and 40 percent, respectively, with “On-street parking is limited” coming in at 29 percent. Other responses indicated a desire for more tree canopy and less concrete. These and other such answers certainly show the range of needs the UBCP could address. We know these competing interests are difficult to balance.

There is strong support for amenities that will transform University Boulevard into a “Cool Corridor” with added tree canopy, shaded transit stops, landscaped buffers, and appropriate stormwater management (particularly in the last instance given the proximity of this neighborhood to the Northwest Branch).

The balance of this statement addresses neighborhood opinions regarding density and form, first, and then addresses transportation-related issues.

Some NFCCA residents are open to greater housing density on a less intensive scale than recommended in the UBCP, such as redevelopment as duplex or triplex townhomes. Duplexes were supported by 42 percent of the survey respondents, while support for triplexes or stacked flats ranged from 19 to 22 percent, respectively. This contrasts with the views of respondents who oppose any higher density at all (33 percent.)

Although 50-foot height limits for the recommended CRN zone and even higher in the CRT zones are concerning, there is some openness to height limits that more closely match the current R-60 limits of 35 to 40 feet that presently apply throughout the neighborhood. NFCCA residents’ support for higher-density mixed-use and multifamily redevelopment is limited to 19 percent for multifamily and 13 percent for taller, mixed-use redevelopment near the Four Corners Town Center.

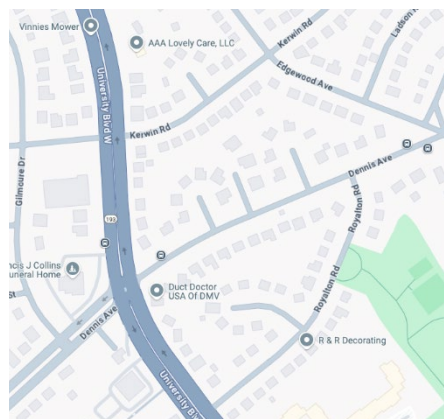
The UBCP recommendations recognize the important role that religious institutions along the University Boulevard Corridor can play by increasing the supply of affordable housing. Targeted zoning easing the regulatory process for these properties could reduce redevelopment cost.

Acceptance of limited additional density in the neighborhood is tempered by the assurance in the UBCP that “Changes to the zoning code should reflect the nearby existing housing by appropriately managing the transition in height, mass, and scale.”

One of the rationales in the UBCP for upzoning this area is locating additional housing near Bus Rapid Transit (BRT) stations. Yet, a decision to move forward on the University Boulevard BRT route lies far in the future; this route is listed at the end of the list of anticipated BRT routes in the county.

The NFCCA community is a diverse neighborhood with many homes that could be characterized as naturally occurring affordable single-family housing. Currently, Zillow valuation estimates for most properties in the Dennis Avenue District range from mid-\$400,000 to mid-\$500,000 (except for a small number of larger infill and substantially renovated units). One often-heard concern is whether future redevelopment could replace single-family starter homes that are relatively affordable with more expensive housing. Although multi-unit property redevelopment would certainly add to the overall number of housing units in the county, the new homes may be as or more expensive than the housing stock they replace. Today under the current zoning rubric, however, we do acknowledge that redevelopment is limited to market-driven proliferation of McMansions, home additions, or accessory dwellings.

The community has expressed very strong concerns about changing zoning from R-60 to CRN (multiplex and up to 19-unit multifamily) in the large area drawn by the UBCP applicable to the NFCCA community. The UBCP contemplates CRN upzoning for more than 200 single-family properties in the NFCCA community, of which only 62 properties directly front onto University Boulevard. Assuming 200 properties are rezoned as CRN, this could potentially increase the number of households in the NFCCA community by up to 13 percent (duplex), 26 percent (triplex), or 40 percent (quadplex). This degree of upzoning will impact the NFCCA community more significantly than the upzoning recommendations applicable to other neighborhoods along the plan’s corridor.



The rationale planners have given us for designating so many properties in the NFCCA community as CRN is that the affected areas capture entire “blocks.” As you can see in this illustration, short street/courts are interspersed along Belton, Kerwin, Dennis, and Royalton, which makes the “block” much larger, penetrating to the middle of the NFCCA neighborhood. Some of these homes lie up to 1200 feet away from the boulevard. Indeed, the houses on Dennis Avenue and Royalton Road are numbered as two blocks—a 500 block (first block from University) and a separate 400 block (closer to Edgewood). The consequence is that

these pleasant courts set back from the main streets and well away from University Boulevard are swept into this upzoning proposal.

Homes in the Dennis Avenue and Arcola Avenue Districts, are quite modest in scale. Most are single-story or split-level homes less than 20 feet tall and these residences will be dwarfed by the 50-foot height proposed for the CRN zone. Houses on Timberwood

Avenue are also small; adjoining commercial development on University Boulevard is recommended for heights ranging from 50 to 70 feet, which will tower above adjacent homes on Timberwood Avenue.

In the median between the University Boulevard couplet, the CRT designation will allow 60- to 70-foot high residential/commercial buildings. Adding such a significant amount of density at this complex intersection will further complicate navigation for pedestrians, multimodal users, and vehicles alike.

There is strong support for maintaining current setback requirements, with 43 of our 78 survey respondents indicating that they disagree with eliminating or reducing the existing R-60 setback requirements. Lot sizes are small in this neighborhood, particularly near University Boulevard, so nearby building height could overshadow yards and homes. Residents are concerned that towering buildings adjacent to their properties will decrease their property value and limit their enjoyment of outdoor space. The smaller size lots prevalent in the neighborhood also mean there could be limited space for the off-corridor driveways proposed for alleyways or driveways behind the current homes.

In conversations with planning board staff, they have indicated that issues such as height limits and setback requirements may be addressed when the Planning Board develops an Overlay Zone. NFCCA looks forward to reviewing this information once it is made public.

Finally, after denser redevelopment occurs, NFCCA is concerned that County agencies and public utilities could be forced to play catch up to fund and construct adequate infrastructure, such as schools, upgraded roads, utilities, etc. Due to over-crowding our local elementary school boundaries were redrawn several years ago, and younger students in half our community now attend school in neighboring communities instead of the elementary school that formerly served our entire community (which incidentally we have been told is not suitable for expansion). One-hundred-year-old water and sewer lines are already needing replacement; greater density could place greater strain on these facilities. The County's Growth and Infrastructure planning process is slow moving. This process may not capably respond in a timely manner to public needs as future ad hoc housing redevelopment occurs.

It should come as no surprise that the potential elimination or reduction in parking requirements applicable to redeveloped properties is particularly unpopular. ZTA 23-10 exempts redeveloped properties from baseline parking minimums if the property is located within ¼ mile of a Bus Rapid Transit station; this already applies to potential redevelopment near the Colesville Road BRT stop.

The UBCP recommends CRN and CRT zoning with potentially denser housing and commercial redevelopment near the Four Corners intersection where ZTA 23-10 currently applies. Although on-street parking is permissible on nearby streets (Timberland, Sutherland, Lorain), parked cars on these narrow streets *already* reduce passage to a single lane, forcing drivers to find a curb lane space to move into in order to avoid oncoming traffic. Adding greater housing density, without requiring parking, will place further demands on scarce parking availability.

Although BRT on University Boulevard is unlikely to become a reality for many years, once that route is funded for construction, the nearby neighborhood in the CRN-zoned areas in the Dennis Avenue and Arcola Avenue districts could suffer the same fate on their narrow streets.

NFCCA residents overwhelmingly believe redeveloped multi-unit properties should be required to include parking spaces because there is insufficient on-street parking available in the areas recommended as CRN and CRT zones. A visit today to the NFCCA neighborhood would show that many of the streets near University Boulevard already have few if any parking spots available, particularly where homeowners do not have driveways. At the expense of congested, unnavigable streets, the minimal savings of approximately \$5000 per parking space¹ will do little to increase housing affordability.

The recreation center in North Four Corners Local Park is no longer in use. Rehabilitation of this community asset would provide an important social gathering spot for use by the entire community. Nearby communities enjoy the benefit of having a recreation center in their local parks (e.g., Woodmoor/Pinecrest, South Four Corners, Long Branch). The UBCP merely proposes to work with residents to identify a long-term lease that will complement the park and address community needs and interests. Even public access to an electrical outlet would allow the community to host movie nights or bands to foster important social connections communitywide.

The vision of a tree-lined boulevard filled with pedestrians and bicyclists enjoying a pleasant trip to local stores and restaurants is alluring. But we have to face the potential for significant additional traffic congestion if the current BRT stops are relocated to the center of the Four Corners intersection. This station is proposed to take away up to two travel lanes in the area just shy of the ramp where 30 percent of the southbound traffic volume on Colesville Road turns onto the Beltway. Furthermore, at least one traffic lane is eliminated in each direction on University Boulevard, and there is a lack of clarity in the presentations on how turning lanes on University Boulevard will be affected. We call on agency staff to engage with affected communities in much more detail about the assumptions and design of these major transportation changes.

The NFCCA neighborhood *already* bears the burden of cut-through traffic when frustrated drivers look for ways to avoid traffic congestion at Four Corners. Although there have been repeated requests at various public meetings, we are unaware of any traffic study to evaluate the impact of these transportation-related recommendations on the potential increase in vehicle volume traveling our streets.

Indeed, the UBCP concedes that, “The Four Corners street network, which includes a one-way couplet where University Boulevard (MD 193) is split into eastbound and

¹ [Attainable Housing Strategies Report](#), 2024, at page 42 observed that, “A recent American Planning Association article noted that various studies indicate that surface parking lot spaces cost upwards of \$5,000 each, while above-ground parking garages average around \$25,000 per space and below-ground garages average around \$35,000 per space.”

westbound sections and intersects with Colesville Road (U.S. 29), is one of the most complex at-grade intersection configurations in Montgomery County.”

Despite what is clearly a troublesome Four Corners intersection today, the UBCP makes only short-term recommendations for “limited change to the street network,” punting the decision to address the problematic challenges that currently affect pedestrians, bicyclists, and cars. Instead, the UBCP calls for achieving the “long-term vision” in the future once there is a more detailed design for BRT (this is many years from now) and there is further study of additional street connections.

With the potential addition of as many as 4000 new residential units along the University Boulevard Corridor, it seems unwise for this plan to implement a significant reduction in traffic lane capacity. In the face of the current transportation scenario, NFCCA believes upzoning changes should be paused until adoption of a viable transportation plan on University Boulevard that can address local traffic congestion and deal with vehicle circulation challenges through the Four Corners intersection.

The University Boulevard area between Georgia Avenue and Colesville Road is included in the top 5 roadways in the High Injury Network. Between 2015 and late 2024, there were 49 severe injuries and 4 fatalities in the Corridor area of University Boulevard. It is true that bicyclists and other multimodal users cannot safely ride on University Boulevard. Eventually, a dedicated sidepath running the length of both sides of the corridor could give these riders a safe and efficient travel lane. In the meantime, wider sidewalks would be a big step toward improving pedestrian and bicyclist mobility and safety.

Along the University Boulevard Corridor, improvements are recommended in the UBCP that can enhance safety. NFCCA strongly supports shortening intervals for protected crossings to minimize the distance pedestrians must walk to safely get to the other side of University Boulevard. Further, incorporating safety measures such as additional traffic lights at certain intersections, warning signals, restricted turns, and leading pedestrian intervals are important steps to improve safety.

Although NFCCA residents support wider sidewalks and sidepaths to make walking, biking, rolling safer, there is strong concern that these improvements will affect many of the homeowners whose property directly fronts onto University Boulevard, particularly where there is already very limited space between their homes and the road. As redevelopment of properties along University Boulevard occurs, however, there will be future opportunities for the county to use its existing right-of-way or negotiate for concessions in order to widen the sidewalk and add a broader space for shared walk/bike paths.

Nonetheless, residents are worried that eminent domain will be necessary in order to construct a wider sidepath along University Boulevard. The existing right-of-way varies along the corridor, but it is generally narrower than 124 feet. Also, a number of small businesses located along University Boulevard have small parking areas for their clients. Changes in the size of abutting sidewalks and right-of-way could imperil the livelihoods of these families whose home businesses front onto University Boulevard.

In conclusion, NFCCA is concerned that the UBCP prioritizes high-density development without making the necessary critical recommendations to address infrastructure limitations, traffic congestion, and parking shortages. Yet there is no assurance that the redeveloped housing stock will be more affordable than the homes that are replaced.

The CRN and CRT zoning recommendations in the UBCP focus on areas of the community where many of the charming, solidly built homes along Timberwood and Sutherland Avenues are nearing the historic 100-year mark, while other starter homes in the so-called Dennis Avenue and Arcola Districts are some of the most affordable single family housing stock in the county.

There has been little- to no-analysis of the potential increase in traffic congestion, loss of available parking on neighborhood streets (many of which do not have driveways and/or lack adequate off-street parking), or loss of single-family housing stock priced significantly below other areas of the county.

A home is many families' greatest investment and source of potential wealth growth. If a resident decides against selling to a redeveloper, there is nothing to protect them from construction of a large building over-shadowing their single-family home when a nearby property is redeveloped. This could impact their quality of life and the value of their home may suffer as well.

The recommendation to transition the Four Corners intersection into a people-oriented Town Center, while admirable, will not be achieved by subtracting traffic lanes, restricting left or right turns (forcing more drivers into the unwieldy jug handles), and adding a mid-intersection BRT station. Many of the transportation recommendations will extend vehicle idling and travel time adding to poor air quality.

These "improvements" will only add to the frustration that pedestrians, multimodal users, and drivers alike currently experience in navigating this convoluted intersection. The end result could be less not more safety: impatient drivers are more likely to cut through neighborhood streets, run red lights, turn before giving pedestrians the right of way, and engage in other impatient driving behaviors. A more workable, long-term solution needs to be in place. Indeed, incremental changes to lanes and sidewalks in the "interim" plan will only add to the frustration and complexity at this intersection.

Thank you for reviewing these comments and concerns. The NFCCA requests that this statement be included in the hearing record.

Respectfully,

Sharon Canavan
President
Northwood Four Corners Civic Association

cc: Zubin Adrianvala
Carrie Sanders

Jessica McVary
Lisa Govoni
Alex Rixey

SURVEY RESULTS ON UNIVERSITY BOULEVARD CORRIDOR PLAN

What is your housing arrangement?

| Own | Rent | Live with family or friends |
|-----|------|-----------------------------|
| 75 | | 3 |

What do you like most about our neighborhood as it is right now? Please select up to five.

| | |
|----|--|
| 37 | Lower home prices compared to the rest of the county |
| 36 | Convenient access to work and school |
| 41 | Convenient access to retail businesses, dining, parks, libraries, houses of worship, etc |
| 33 | Available parking in residential areas |
| 6 | Available parking in commercial areas |
| 21 | Good public transit availability |
| 0 | Multi-mobility options such as on-demand neighborhood minibusses being piloted now in the NFCCA area, rental scooters, bikes |
| 23 | Walkability and pedestrian improvements already made on University Boulevard to sidewalks and crossings) |
| 53 | Tree canopy |
| 64 | Nearby access to well-maintained parks or nature (trails, woods, wildlife) |
| 17 | Social gathering places in the community |
| 65 | Friendly interactions in the neighborhood and sense of community |

What do you dislike about our neighborhood as it is right now? Please select up to five.

| | |
|----|--|
| 15 | Housing is unaffordable to newcomers |
| 8 | Not convenient to transportation choices, work, shopping, etc. |
| 31 | Not enough shopping and dining choices right in the neighborhood (walking distance) |
| 4 | No choice of housing options (single family, townhouse, multifamily) |
| 15 | People can't age in place (housing not suited to aging/disabilities; transportation limitations) |
| 12 | Public transit stops are too far from home |
| 45 | Traffic congestion (on University Boulevard or other major routes) |
| 50 | Cut-through traffic and speeding in neighborhood |
| 22 | On-street parking is limited |
| 19 | Schools are over-crowded |
| 14 | Too much concrete |
| 14 | No facility for social gathering in Four Corners Local Park |

Your Values: What are the top three values you would like to see our neighborhood respond to? Select three only, even though you might agree with all.

| | |
|----|--|
| 32 | Environmental care and resilience: being water-smart, green, non-polluting |
| 55 | Safety and connection: a safe neighborhood for all |
| 34 | Livability: choices for housing, shopping, dining, services, & green space |
| 11 | Ease of Mobility: Connected to the road system with choices to bike, walk, roll or drive |
| 48 | Retain character: Maintain the feeling of our neighborhood as it is designed now |
| 21 | Affordability: People of all incomes and stages of life can find a home here |
| 26 | Walkability: Make walkability and "rollability" (wheelchairs) the hub of our vision and design |

This section is about your knowledge of and preferences for the [University Boulevard Corridor Plan \(UBCP\)](#), proposed by the Montgomery County Planning Board. Most questions use a scale of 1 to 5, with 1 being complete disagreement or 'no' and 5 become complete agreement or 'yes'. In this scale, 3 means neutral or don't know.

This is a sometimes technical section, but please answer as many questions as you are comfortable with, and make sure to submit your survey even if you don't answer everything.

How much would you say you know about the UBCP? "1" is the least and "5" is the most.

| Know nothing about UBCP | Know a little bit about UBCP | Familiar with UBCP | Familiar with most of UBCP | Familiar in detail with UBCP |
|-------------------------|------------------------------|--------------------|----------------------------|------------------------------|
| 0 | 15 | 22 | 28 | 10 |

Zoning

This section addresses issues related to zoning. Zoning is how a county determines what uses are allowed on land. There are numerous types of zoning for housing, commercial uses, agriculture, and special uses such as for religious institutions, medical facilities, or government buildings. Zoning also includes the use of a property, and its height and dimensions. In the NFCCA area, the majority of land is **single-family zoning and low-height, low-density buildings**. A focus of the UBCP is zoning changes to allow different kinds of zoning for multiple-family and multi-unit housing as well as commercial and retail uses. Please indicate your opinions on aspects of the plan, to the best of your understanding.

The UBCP proposes changing current single-family zoning to increase multi-family or attached multi-unit housing options near Bus Rapid Transit stops that are anticipated at Arcola, Dennis, and Colesville. Do you agree with this change?

| Disagree | Somewhat Disagree | Neutral | Somewhat Agree | Agree |
|-----------|-------------------|-----------|----------------|-----------|
| 34 | 10 | 11 | 6 | 14 |

The UBCP proposes changing current single-family zoning to allow a range of housing types for people with different income levels or at different life stages. Do you agree?

| Disagree | Somewhat Disagree | Neutral | Somewhat Agree | Agree |
|-----------|-------------------|-----------|----------------|-----------|
| 30 | 10 | 11 | 10 | 14 |

Please check all the specific types of housing redevelopment that you support for the NFCCA community, as described in the UBCP.

| | |
|----|--|
| 7 | Multifamily Rental Apartment (up to 19 units) |
| 8 | Condominiums (up to 19 units) |
| 10 | Tall (60-70 feet) mixed use residential/commercial nearer to Four Corners intersection |
| 17 | Stacked Flats (one-level living in multifamily structure) |
| 33 | Duplex Townhome |
| 15 | Triplex Townhome |
| 10 | Quadplex Townhome |
| 16 | All of the above |
| 26 | None of the above |

How much do you agree or disagree with this statement: "There should be no change to the current zoning. Our community should remain primarily single-family homes."

| Disagree | Somewhat Disagree | Neutral | Somewhat Agree | Agree |
|-----------|-------------------|----------|----------------|-----------|
| 17 | 8 | 9 | 6 | 35 |

How much do you agree or disagree with this statement? "The UBCP's proposed zoning changes to allow denser housing redevelopment should only apply to properties directly fronting University Boulevard. This includes redevelopment of a single property, or when multiple properties are redeveloped together."

| Disagree | Somewhat Disagree | Neutral | Somewhat Agree | Agree |
|-----------|-------------------|-----------|----------------|-----------|
| 19 | 5 | 20 | 13 | 13 |

How much do you agree or disagree with this statement? "Changes to the zoning code should reflect the nearby existing housing by appropriately managing the transition in height, mass, and scale."

| Disagree | Somewhat Disagree | Neutral | Somewhat Agree | Agree |
|-----------|-------------------|----------|----------------|-----------|
| 10 | 4 | 7 | 14 | 37 |

Here are options in UBCP's proposal to increase allowable height for redevelopment of multi-unit housing in portions of the neighborhood near to University Boulevard. Please indicate what you would agree with.

| | |
|----|---|
| 31 | Retain current height limits (35-40 feet depending on roof style) |
| 10 | Strict limit of 40 feet throughout |
| 7 | Limit of 50 feet throughout |
| 25 | Heights of 60-70 feet for mixed-use properties that include residential/commercial (office or retail) near Four Corners at University Blvd/Colesville Rd and at religious institution properties along University Boulevard |

How much do you agree or disagree with the UBCP proposal to encourage redevelopment with mixed use residential/commercial (office or retail) for properties directly fronting onto University Boulevard"

| Disagree | Somewhat Disagree | Neutral | Somewhat Agree | Agree |
|-----------|-------------------|----------|----------------|-----------|
| 25 | 8 | 8 | 16 | 17 |

How much do you agree or disagree with the UBCP proposal to reduce or eliminate setback requirements if property that directly fronts onto University Boulevard is redeveloped. (A setback is a measure of the required distance of a building front from the property line or street)

| Disagree | Somewhat Disagree | Neutral | Somewhat Agree | Agree |
|-----------|-------------------|-----------|----------------|----------|
| 32 | 11 | 13 | 10 | 8 |

How much do you agree or disagree: "Retain setback limits that are currently applicable in our community, whenever properties are redeveloped as multi-unit buildings."

| Disagree | Somewhat Disagree | Neutral | Somewhat Agree | Agree |
|----------|-------------------|-----------|----------------|-----------|
| 6 | 8 | 15 | 16 | 27 |

How much do you agree or disagree: "To keep housing more affordable, UBCP should eliminate any requirement to provide a parking space."

| Disagree | Somewhat Disagree | Neutral | Somewhat Agree | Agree |
|-----------|-------------------|----------|----------------|----------|
| 49 | 11 | 8 | 4 | 2 |

How much do you agree or disagree: "The UBCP recommendations should include at least one parking space for each unit when property is redeveloped"

| Disagree | Somewhat Disagree | Neutral | Somewhat Agree | Agree |
|----------|-------------------|----------|----------------|-----------|
| 6 | 3 | 8 | 14 | 42 |

How much do you agree or disagree: "If on-street parking is allowed nearby, the UBCP plan should recommend eliminating the requirement to have parking when property is redeveloped."

| Disagree | Somewhat Disagree | Neutral | Somewhat Agree | Agree |
|-----------|-------------------|-----------|----------------|----------|
| 46 | 12 | 11 | 2 | 2 |

Transportation

The next questions ask your opinion about transportation changes proposed for the NFCCA. You may note some repetition and variation in the questions. Please indicate the degree of your agreement or disagreement, with “1” being strongly disagree and “5” being strongly agree.

The county should delay zoning changes intended to add density to the area until adoption of a transportation plan on University Boulevard to deal with local traffic congestion and address vehicle circulation challenges through the Four Corners intersection.

| Disagree | Somewhat Disagree | Neutral | Somewhat Agree | Agree |
|----------|-------------------|----------|----------------|-----------|
| 7 | 7 | 5 | 8 | 46 |

Adopt measures to slow traffic speed on University Boulevard, for example, narrowing travel lanes and reducing vehicle speeds on University Boulevard.

| Disagree | Somewhat Disagree | Neutral | Somewhat Agree | Agree |
|-----------|-------------------|-----------|----------------|-----------|
| 17 | 11 | 15 | 15 | 15 |

Additional traffic enforcement cameras should be installed to ensure traffic compliance.

| Disagree | Somewhat Disagree | Neutral | Somewhat Agree | Agree |
|-----------|-------------------|-----------|----------------|-----------|
| 17 | 10 | 16 | 12 | 18 |

In each direction (east and west) University Boulevard should be "right-sized" by reducing the auto travel lanes to two lanes and restrict a third lane as a dedicated bus lane.

| Disagree | Somewhat Disagree | Neutral | Somewhat Agree | Agree |
|-----------|-------------------|-----------|----------------|-----------|
| 25 | 7 | 14 | 14 | 14 |

Intervals for protected crossings should be shortened to minimize distance for safe pedestrian crossing points along University Boulevard.

| Disagree | Somewhat Disagree | Neutral | Somewhat Agree | Agree |
|----------|-------------------|-----------|----------------|-----------|
| 6 | 3 | 15 | 16 | 33 |

At median breaks along University Boulevard, incorporate safety measures, such as traffic lights, warning signals, restricted turns, or reduce the number of median breaks

| Disagree | Somewhat Disagree | Neutral | Somewhat Agree | Agree |
|----------|-------------------|-----------|----------------|-----------|
| 5 | 5 | 17 | 21 | 24 |

Driveways on University Boulevard should be relocated to side streets or alleys, when a property is redeveloped.

| Disagree | Somewhat Disagree | Neutral | Somewhat Agree | Agree |
|-----------|-------------------|-----------|----------------|-----------|
| 22 | 3 | 17 | 15 | 14 |

Sidewalks should be widened and a green “buffer” should be added between the sidewalk and auto lanes for pedestrians and bicycles along University Boulevard.

| Disagree | Somewhat Disagree | Neutral | Somewhat Agree | Agree |
|-----------|-------------------|----------|----------------|-----------|
| 10 | 5 | 7 | 26 | 26 |

Sidewalks on University Boulevard should be widened, even if that would reduce the front yards of homes that face University Boulevard (This may require the county to purchase a portion of the lot or make agreements with a redeveloper).

| Disagree | Somewhat Disagree | Neutral | Somewhat Agree | Agree |
|-----------|-------------------|-----------|----------------|-----------|
| 16 | 8 | 16 | 19 | 14 |

University Boulevard should be developed as a “Cool Corridor” with tree canopy, shaded transit stops, stormwater management and landscaped buffers.

| Disagree | Somewhat Disagree | Neutral | Somewhat Agree | Agree |
|----------|-------------------|---------|----------------|-------|
| | | | | |

| | | | | |
|----------|----------|-----------|-----------|-----------|
| 7 | 1 | 14 | 14 | 38 |
|----------|----------|-----------|-----------|-----------|

More options for micro-mobility, bike or scooter share, should be located throughout the neighborhood.

| | | | | |
|-----------|-------------------|-----------|----------------|----------|
| Disagree | Somewhat Disagree | Neutral | Somewhat Agree | Agree |
| 13 | 10 | 24 | 16 | 9 |

An on-demand neighborhood minibus should be offered to increase public transportation use for residents beyond a ¼ mile "walkshed."

| | | | | |
|-----------|-------------------|-----------|----------------|----------|
| Disagree | Somewhat Disagree | Neutral | Somewhat Agree | Agree |
| 17 | 9 | 21 | 15 | 9 |

Based on what you have learned and have answered in this survey, do you believe the UBCP fulfills your vision of how the University Boulevard Corridor of the future should look? You'll have a chance to give a more complete answer below.

| | | |
|----------------|----------------|--------------|
| Yes, generally | No, not at all | I'm not sure |
| 18 | 38 | 21 |

If you could assign a proportion to your feeling about the UBCP, what would you generally say?

| | | |
|------------------------------------|-------------------------|-------------------------------------|
| I'm mostly positive about the plan | I'm on the fence, 50-50 | I am mostly negative about the plan |
| 16 | 13 | 37 |

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding

I have many concerns about the University Boulevard Corridor Plan, including (but not exclusively, as I don't have time to write a 10 page thesis):

- These 2022 numbers, showing a complete recovery from pre-pandemic numbers. While public bus usage has NOT fully recovered from the pandemic drop, private car usage has recovered - which is in itself an indication of preference for private cars over public transit.

Most of this traffic is presumably going from or to (or both) locations more than a few blocks outside the UBCP area, and would be unable to make use of mass transit as a substitute.

amounts of through traffic due to the lack of alternate routes through this section of Montgomery County, and mass transit can't solve that with anything close to the proposed BRT solution.

- * Many people can't - due to physical limitations - walk or bike or roll for any significant distance. This especially includes elderly, but realistically includes many middle-aged and younger people as well.

But most of all, the vast majority of trips by most people in the affected neighborhoods, except for a small percentage who commute to a location near a Metro station, simply find it impractical to use transit for such trips. This includes medical appointments (and if you are sick with any respiratory or other potentially contagious disease then a bus is not advisable, and if you have mobility problems, even temporary ones such as a broken leg, again a bus just doesn't work) as so many medical offices are not convenient to transit, visiting friends and family, entertainment venues, etc. The list is endless.

But most of all, the vast majority of trips by most people in the affected neighborhoods, except for a small percentage who commute to a location near a Metro station, simply find it impractical to use transit for such trips. This includes medical appointments (and if you are sick with any respiratory or other potentially contagious disease then a bus is not advisable, and if you have mobility problems, even temporary ones such as a broken leg, again a bus just doesn't work) as so many medical offices are not convenient to transit, visiting friends and family, entertainment venues, etc. The list is endless.

- 5 - The vast majority of Montgomery County is SUBURBS, not CITIES. Housing and transit simply work differently. Throwing around buzzwords and bike paths and bus lanes will NOT magically turn suburbs into cities. Period. If people want to live in cities, they can move to downtown Bethesda or Washington, DC or New York City or Baltimore (city, not county). Plenty of people live in cities and WANT to live in cities. Let the people who WANT to live in SUBURBS have that choice.

- * The ability to get a good job - to make it big, move up in the world, not to be lumped forever with "you can't afford what the others have, so let's give you second-best" - which is I think the message shown about "affordable housing" must be high density, no cars, etc."

* Mobility For the past 100 years that has meant private cars. Period. Make them better (more reliable, more powerful, more comfortable) but you can't have them without cars. And you can't have cars without pollution and "climate change". But you can't convince people who want mobility - the ability to go anywhere they want, when they want - that "transit is good enough for you, because we can't have cars without pollution." In the same way, the same logic applies to the specific times and places in a sign of a totalitarian regime, not of the free country we live in.

* The ability to choose what type of housing they live in. For most people that ultimate goal is a very family home, with a garden, a garage, a driveway, and a yard. But for some people, the desire to spend as much of their money as possible on land to enjoy and make money out of. Montgomery County was built primarily on that concept and that is why people moved here rather than into Washington, D.C. But the people who moved here didn't want to deal with moving the lawn or home maintenance (or whatever) to live in apartments or other multi-family dwellings, let them choose that. But this plan seems to FORCE people to choose housing by zoning regulations, and that's not the way to choose housing. It's like saying to push people into a "walk, bike, roller" and "transit."

Noble goals But the wrong place, affecting THOUSANDS of people who live nearby or travel through the area, without actually giving people what they want

If you truly want to build a 15-minute city, build something new, planned from the beginning Columbia, MD OR perhaps Brasilia - a fascinating experiment in "planned cities" - and by the way, according to Wikipedia "The average commute time on public transit in Brasilia, for example to and from work, on a weekday is 96 min 31% of public transit riders, ride for more than 2 hours every day" - now there are some wonderful numbers to compare - ah, the glories of public transit

Wheaton, MD 20902 (Less than 1 block outside the official plan area)

From: [Adam Brasch](#)
To: [MCP-Chair](#)
Subject: Comments Regarding The University Boulevard Corridor Plan
Date: Tuesday, February 25, 2025 11:33:25 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hi,

I'd like to voice my opposition to University Boulevard Corridor Plan. I am a resident of the University Towers at the corner of Arcola and University. The implementation of this plan will make getting around SUBSTANTIALLY more difficult, given the reality that public transit is not and almost definitely **cannot be** as convenient as typical car travel. Given that we travel to a number of places on a weekly basis which are not served by existing routes and will not be conveniently serviced by new routes, substantial increases in traffic due to less available lanes, no turn on red, etc, will be **hugely** burdensome. It seems extremely unreasonable to disenfranchise thousands and thousands of residents who will never opt to use public transit given that it will never reach parity in terms of convenience in the name of 'equity.'

Additionally, my understanding is that the plan will rezone key religious infrastructure in the Kemp Mill neighborhood, potentially making it subject to the invocation of eminent domain. I, along with thousands of other residents, am a tremendous beneficiary of these institutions, spending 6+ hours in them on a daily basis. We need these institutions within walking distance of our residences, and putting them at risk of being bought out and developed will leave the Jewish community of Kemp Mill (which is decades old and thousands strong) in an untenable circumstance.

Please do not change the wonderful character of our neighborhoods in favor of some 'public benefit' which the public doesn't actually seem to favor.

Thanks,
Adam Brasch

From: [Sandra Morlet](#)
To: [MCP-Chair](#)
Cc: [Jeremy](#)
Subject: Testimony 2/27 - Jeremy Baer
Date: Tuesday, February 25, 2025 11:42:55 AM
Attachments: [Copy of Untitled.png](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Testimony University Blvd. Plan
Jeremy Baer
Hearing date: 2/27/2025
Mailing address: [REDACTED] **Silver Spring, MD 20901**
Sending date: 2/25 11:41 p.m.

Please confirm upon receipt.

Testimony:

Dear Members of the Montgomery County Planning Board/County Council,

I am writing to express my strong opposition to the proposed University Boulevard Corridor Plan, particularly the zoning changes that will directly impact my home and our neighborhood. As a resident who chose this area to escape the city's congestion and embrace a suburban lifestyle, I am deeply concerned about the following issues.

Many of us moved to this area to escape the city's hustle, looking for a suburban living feeling. The proposed development threatens to erode this lifestyle, replacing it with an urban density incompatible with the reasons we chose to live here. There are 77,000 households three miles from my property, with a population of 210,000 people. I can assure you that the majority of these households oppose this plan as we will all be affected. The planned 4,000 units you are proposing will disturb the more than 200,000 people who already worked hard to build these communities. I understand you are worried about the lack of new development, but I am afraid that this growth will only benefit the home builders. In one of your documents, you said you want to preserve the residential character, but myself and the 2,398 people who signed the [change.org petition](#) are concerned this is contrary to your promise mentioned above.

Our home served as a model for the neighborhood in 1940 if I am not mistaken my home was the first house in the Woodmoor neighborhood. It was called the Wishmaker's Home. It was the ideal home back then and now. The house itself has preserved its charm after all these years. The history and charm of this house and the community cohesion is what has attracted us here. Now, please picture this "Wishmaker Home" next or across builder-grade townhomes. The zoning change threatens to disrupt the character, not only for my house but many others, by replacing or destroying almost 100 single-family homes with high-density housing that is inconsistent with the existing community.

The traffic along University Boulevard is already dense, and the addition of numerous new homes will exacerbate this issue. The increased volume of vehicles will lead to longer commute times, heightened pollution, and a diminished quality of life. Right now, I sit approximately 15-20 minutes in traffic in the morning at the light of Colesville Rd and Williamsburg Dr, and this is just to wait for my turn to turn left on Colesville Rd.

The proposed plan will significantly alter the neighborhood's dynamics, increase noise, and reduce the green spaces. The increase in new residents will place additional strain on our local schools, parks, and other public services. This overpopulation could result in overcrowded classrooms, reduced access to recreational areas, and a decline in the quality of services that our community currently enjoys. The Woodmoor neighborhood and the neighborhoods around it have the most special traditions, including community events, including the kid's 4th of July parade, the Woodmoorstock, and many others.

In conclusion, while I understand the need for development and growth, I urge the Planning Board to reconsider the proposed zoning changes along University Boulevard, including my home. Please protect the integrity of our neighborhood by taking other measures, like maintaining manageable traffic levels, ensuring the quality of our schools and public services, and preserving the suburban lifestyle that drew us here. I invite you to conduct a public poll so we can have the chance to decide on the future of our communities.

Thank you for considering my concerns.

Sincerely,

Jeremy Baer

Visual exhibit

Interiors and Exterior of 'Wishmaker's House,' Indian Spring Village



Arrangement Of Wishmaker Home Is Novel

Indian Spring House, Built and Furnished As Complete Unit

A latest idea in home arrangement is illustrated in a drawing of the new house at No. 1 Williamsburg drive in Indian Spring, Md. The house, built and furnished as a complete unit, is the work of the architect, Mr. J. H. Williams, of the Washington Post and Times Herald. The house is a two-story brick building with a prominent chimney and a gabled roof. The front porch is covered by a small awning. The house is surrounded by a well-kept lawn and some shrubbery.

"Wishmaker's House" Now Open in Indian Spring Village, Md.



Wishmaker's House is one of the most modern and complete units ever built in Indian Spring, Md. The house is a two-story brick building with a prominent chimney and a gabled roof. The front porch is covered by a small awning. The house is surrounded by a well-kept lawn and some shrubbery. The house is built and furnished as a complete unit, and is the work of the architect, Mr. J. H. Williams, of the Washington Post and Times Herald. The house is a two-story brick building with a prominent chimney and a gabled roof. The front porch is covered by a small awning. The house is surrounded by a well-kept lawn and some shrubbery.

'Wishmaker's House' Wins Visitors' Favor

Indian Spring Village Demonstration Home Attracts Thousands

The 'Wishmaker's House' has attracted the attention of thousands of visitors during the two weeks it has been open for inspection. Planned by the Post and Times Herald, the house is a two-story brick building with a prominent chimney and a gabled roof. The front porch is covered by a small awning. The house is surrounded by a well-kept lawn and some shrubbery.

Interest in the new house has been so great that the Post and Times Herald has had to turn away many visitors. The house is a two-story brick building with a prominent chimney and a gabled roof. The front porch is covered by a small awning. The house is surrounded by a well-kept lawn and some shrubbery. The house is built and furnished as a complete unit, and is the work of the architect, Mr. J. H. Williams, of the Washington Post and Times Herald. The house is a two-story brick building with a prominent chimney and a gabled roof. The front porch is covered by a small awning. The house is surrounded by a well-kept lawn and some shrubbery.



100 WILLIAMSBURG DR

The proposed University Boulevard Plan will change the zoning of this house and many other to CRN*. Please say no to the proposed plan.

Let's preserve our neighborhoods.

*Commercial-Residential zone

From: [esther baldinger](#)
To: [MCP-Chair](#)
Subject: Comments about the University Blvd Corridor plan
Date: Tuesday, February 25, 2025 11:51:03 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I have been a resident of Kemp Mill since 1998. Prior to that I lived in White Oak for 18 years. As I continue to travel between Kemp Mill and White Oak I have seen how congested the Four Corners area is even with the existing lanes.

The idea that anyone would consider removing lanes from University Blvd between Dennis Ave and Colesville Road (or beyond) must mean that

They do not understand the high volume of traffic that already exists.

People use it to:

Get onto the Beltway at Colesville Road

Get onto the Beltway going toward Baltimore (on University)

Get to Blair High School

Get to the Church (and I think a daycare center) at 4 Corners

Get to and from White Oak

I would hope the County would try to improve the traffic and safety at Four Corners instead of making it worse.

Plans should include making vehicular traffic move smoothly AND improving pedestrian safety. Instead, I see language such as the following in the proposed plan for University Blvd (page 115):

...as part of a long-term comprehensive redesign of the intersection of University Boulevard and Colesville Road. Improving multimodal safety—not increasing capacity or vehicular travel speeds through Four Corners—should remain the top priority of the study; as such, pedestrian and bicycle safety improvements, including a human scale and reduced pedestrian crossing distances, a Breezeway that connects to bicycle and pedestrian facilities along University Boulevard, and ample street buffers should remain part of the long-term vision.

The plan also proposes to increase congestion further west on University Blvd as well as on Arcola Avenue.

Please note that Kemp Mill residents can only get out of the neighborhood going west via University Blvd or in a round about way via Arcola Ave to Georgia.

Two lanes have already been removed from Arcola from Kemp Mill Road to University.

PLEASE DO NOT REMOVE THE RIGHT HAND LANE FOR TURNING ONTO UNIVERSITY BLVD.

Traffic is already backed up badly trying to get out of the neighborhood in the morning.

All of the current lanes are necessary to ensure Arcola Ave backup does not get worse.

If a new road is built connecting University Blvd to the Kemp Mill shopping center it will:

1. Cause even more traffic congestion onto Arcola Ave (note that an MVA office was recently added to the shopping center and it has already increased that traffic)
2. Remove a nice quiet walking path behind the Kemp Mill shopping center that connects to the Sligo Creek walking path

Housing:

Adding housing in the small Kemp Mill shopping center will also only make congestion on Arcola Avenue worse.

A better alternative would be to use the nearby land formerly used by WTOP. Housing at that site would have much easier access to University Blvd and it would be closer to downtown Wheaton.

I urge the Planning board to NOT recommend the University Blvd Corridor Plan to the County as it stands. Furthermore, any future plans should first be discussed in a meeting specifically with the Kemp Mill Community.

The people who live in this area are counting on you to improve their lives here, not make them worse. Getting to school, work, and doctor appointments are a major part of life. Please do not make that more difficult and stressful.

Thank you,
Esther Baldinger

A solid black rectangular box used to redact the signature of Esther Baldinger.

From: [Marc Murinson](#)
To: [MCP-Chair](#)
Subject: opposition to the University Boulevard Corridor Plan
Date: Tuesday, February 25, 2025 11:56:48 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Chair, Montgomery County Planning Board
2425 Reddie Drive
Wheaton, MD 20902

Dear Planning Board Members,

I send this letter in advance of the public hearing set for February 27th. I strongly oppose the University Boulevard Corridor plan. As a physician, I am concerned that the proposed traffic changes will significantly increase congestion and slow emergency response times, particularly for cars and ambulances traveling to Holy Cross Hospital. This is a serious public safety issue. Rather than reducing lane capacity and lowering speed limits at a time where more people are commuting to the office and a high school is going to reopen, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of Montgomery County residents who rely on University Boulevard and surrounding streets for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Additionally, as someone who heavily relies on the businesses in the Kemp Mill shopping center, I strongly oppose rezoning it for mixed use capacity. It will also further road congestion and commute times, let alone possibly eliminate these businesses and affect county residents' quality of life.

Thank you for your time and consideration.

Sincerely,
Dr. Marc Murinson

[REDACTED]
Silver Spring, Maryland 20902

From: [Nicole Murinson](#)
To: [MCP-Chair](#)
Subject: opposition to the University Boulevard Corridor Plan
Date: Tuesday, February 25, 2025 11:58:08 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Chair, Montgomery County Planning Board
2425 Reddie Drive
Wheaton, MD 20902


Dear Planning Board Members,

I send this letter in advance of the public hearing set for February 27th. I strongly oppose the University Boulevard Corridor Plan. Having grown up in New York City, there's a reason I chose to move to suburban Silver Spring. The proposed traffic changes and rezoning will reduce access to community resources including our local hospital and businesses. The plan presents potential safety impacts to pedestrians and drivers by proposing changes that will increase congestion. It also doesn't take into account the reopening of Northwood High School and the enforcement of return to office policies. Reducing lane capacity and lowering speed limits will lead to even greater gridlock and possible traffic injuries and fatalities.

As far as I know, there had been no engagement with the community prior to this draft. Rezoning the Kemp Mill shopping center will not only lead to increased congestion and undermine the existing neighborhood, but it could lead to increased safety issues. As someone who heavily relies on the businesses in the Kemp Mill shopping center, I strongly oppose rezoning it for mixed use. These businesses are an essential part of our community. There is plenty of undeveloped land outside of Kemp Mill. There is no reason to ruin our existing community.

I strongly encourage the board members to meet with Kemp Mill residents to understand our needs and make serious changes to this draft. The county should seek solutions that accommodate the growing number of drivers and improve road efficiency, not the opposite.

Sincerely,
Nicole Murinson


Silver Spring, MD 20902

February 19, 2025

Chair Artie Harris
Montgomery Planning Board
2425 Reedie Drive, 14th Floor
Wheaton, MD 20902

Dear Chair Harris and Members of the Planning Board,

Thank you for the opportunity to provide comments regarding the draft University Boulevard Corridor Plan. We are the Kemp Mill Civic Association (KMCA), a neighborhood association serving the approximately 1,300 households in Kemp Mill.

We developed this position statement collaboratively and democratically, including through a Transportation Committee [meeting attended by over 60 members](#), through dozens of emails exchanged through our listserv, and through countless conversations between our nine directors and members of the community. We do not pretend this letter reflects the unanimous views of all our members (or directors), but we are proud of our process and believe these comments reflect a broad consensus. Underscoring this, our members approved this letter by a vote of 54 households to 5 households at an in-person vote on February 19.

As an overview, the community is appreciative of the opportunity presented to make our community and the surrounding community a better place to live in. There are plenty of elements here that we will discuss that we feel would be of great benefit to the community and corridor if implemented in the proper way. But there is also significant concern about some elements within the plan as well as some omissions.

Our concerns are compounded by the lack of trust we have with the County right now, particularly as it relates to the process of public/community input. This is evident from the process regarding the bike lanes along University Blvd (MD 193), followed by the bus lanes along MD 193, and then the bus lanes along Georgia Ave (MD 97). While we felt that this process was somewhat better, we are still upset at the very short timeframe to provide comments after seeing the draft plan that is over 350 pages long with appendixes. We also felt that some of the results were skewed based on not getting enough representation from certain stakeholders, such as institutions just outside of the corridor and the many people who do not live adjacent to the corridor but utilize University Blvd for a variety of reasons. This lack of trust is contributing to a lot of the concerns you will see in our comments. Some of the elements could have great potential, but if the County cannot deliver the elements needed to meet the great potential, the results could significantly harm our community.

Below is an overview of our position as it relates to the University Blvd. Corridor plan. Note that we are not able to provide every single point that has been articulated by the community and would encourage the County to meet with us before the Plan is finalized.

University Blvd Corridor Vision

There are many ideas presented to transform University Blvd (MD 193). But looking at the big picture of the corridor, the primary purpose of MD 193 is to be a road to connect destinations that are in defined places. KMCA does not oppose efforts to improve other modes of transportation through

the corridor, such as walking, biking, and taking transit, but KMCA is concerned that the Plan does not adequately address the needs of vehicular traffic.

MD 193 is classified as an arterial. Arterials are meant to move people from place to place. Arterials are not meant to be places within the corridor. We need slow streets in defined places such as downtown Wheaton. We need faster, efficient roads to connect places. When a corridor is transformed into a place, the road becomes a “stroad,” part street, part road ([What Is a Stroad and Why Is It Dangerous? | Streetlight Data](#)).

The plan’s current vision is to essentially convert MD 193 from a road that has some stroad elements into a complete stroad. This is bad for every mode of transportation for both operations and safety. KMCA fully supports MD 193 remaining a “road” between Wheaton and Four Corners, not a street or a stroad. We need a suburban design strategy, not an urban design strategy.

This means that KMCA does not want to see any reduction in the speed limit along MD 193 through this section of the corridor. We need moderate to higher speed corridors along MD 193 and other arterial roads to have a desirable, livable suburban community that relies on traveling longer distances than in an urban environment. Higher speeds reduce travel time not just for vehicular traffic, but for transit traffic as well. This is critical for a successful transit system. If MD 193 is planned properly, it may even be possible to raise the speed limit.

Rather than reduce speed limits, KMCA supports other aspects of the Plan that will protect the safety of drivers, pedestrians, cyclists, and transit riders. These include:

- Separating pedestrian and bicycle facilities from the roadway. Greater separation of the modes allows higher speeds along the corridor to be safe.
- Better access management, by encouraging future development to reduce the number of access points that open directly onto MD 193. Removal of these access points reduces conflicts between vehicles and all the modes of transportation. Better access management allows drivers to travel at faster speeds due to only needing to be concerned with a limited number of potential conflicts that are spread out.
- Ensuring that planned BRT stations are located at or near existing traffic signals that allow controlled pedestrian crossings. This is key to pedestrian safety along a corridor with moderate speeds. The speed limit when there is a pedestrian crossing any road should be zero (0). This happens at controlled crossings when the driver must stop at a red light for the pedestrian to cross.

For this same reason, KMCA opposes the Plan’s intention to create corridor-fronting properties along MD 193 midway between existing traffic signals. Adding pedestrians between traffic signals will either force pedestrians to walk long distances for a traffic signal, or to cross at uncontrolled crossings—which presents the greatest risk of pedestrian fatalities and creates the “stroad” that needs to be avoided. The corridor needs safe “points” along the road and not “places” that make MD 193 into a stroad. In sum, we believe that with responsible safety measures, MD 193 can have safe speeds that are equivalent to the current design speed of the road.

Concerns with Effects of Thrive Montgomery 2050

KMCA is strongly opposed to the Thrive Montgomery 2050 policy that stops proposing 4+ lane roads in master plans. There is clear evidence already that this policy does not work. Old Georgetown Road (MD 185) is a prime example where the road diet to 4 lanes has created unbearable gridlock conditions not just during rush hour, but throughout a large portion of the day. The removal of thru lanes on Georgia Ave (MD 97) to make room for a bus lane, has created gridlock conditions during rush hour along the remaining 4 lanes, with many drivers ignoring the designated bus lane signs. These State Highways were meant to be the primary routes for vehicular traffic, i.e. they were meant to be roads, not streets. Essentially, the County's policy is trying to systematically convert all roads to streets. This forces traffic into the streets that were not designed for traffic. For example, many in our community for many years use Sligo Creek Pkwy as an alternative route to MD 97. Sligo Creek Pkwy, a street, was never meant as a commuter route, but it has turned into one due to the congestion issues along MD 97, a road, that are now getting much worse.

Along MD 193, the current road diet between Amherst and Dennis avenues has not produced significantly longer delays through the corridor. However, the results of this temporary road diet are skewed and do not mean that a permanent road diet will necessarily work, especially the one proposed in the corridor plan that is more extreme in length and restrictions. The current traffic conditions are still not close to traffic conditions pre-pandemic. (It was also very helpful to traffic that Northwood High School has been closed this entire academic year.) But there is a growing trend, not just in the federal government, to get workers back into the offices. This will soon get traffic beyond pre-pandemic numbers. There will continue to be a steady increase in traffic growth in general by the standard 1-2% a year. In and near designated growth areas, such as MD 193, the growth rate could be even higher, even with improved transit potentially taking many of those extra vehicle trips away.

KMCA is currently opposed to making the current MD 193 road diet permanent, let alone having a road diet in the corridor plan. Furthermore, the KMCA has great concerns with how this would affect the MD 193/Arcola Ave intersection, which is further discussed below.

To summarize the main concern with the overall corridor plan, our community is almost fully reliant on the vehicle as the only mode of transportation. So are most of the communities adjacent to us and the corridor. Improving transit in the corridor is not going to change this fact due to a combination of not being able to access transit to begin with (i.e. "last mile" problem) and that the transit lines do not go efficiently to the vast majority of destinations that residents of our surrounding communities are trying to get to anyway. In addition, certain functions like grocery shopping are difficult via transit.

"Arcola Ave District"

There are only two roads that access our community, Arcola Ave and Kemp Mill Road, with entries only from MD 193, MD 97, and Randolph Road. Arcola Ave is our community's Main Street that accesses our neighborhood shopping center and several religious institutions/schools, which are all very active. The pedestrian and bicycle activities along Arcola Ave and within our community are

extremely high compared to similar looking communities. Arcola Ave is also an important part of the County roadway network. It acts as a cut-through between MD 193 with MD 97 and Randolph Road.

Arcola Ave is a local stroad. Arcola Ave had a road diet about 20 years ago from 4 lanes to 2 lanes after a pedestrian fatality. Our community loves that Arcola Ave is now very pedestrian friendly. But the congestion in our community has historically been very severe due to the road diet, that pre-pandemic was about 2.5 miles in length. KMCA has significant concerns that the corridor plan with the higher-density development within the proposed Arcola Ave district, as well as the proposed development along the corridor will cause congestion to significantly exceed the historic congestion issues.

The corridor plan proposes a new access point from MD 193 to the Kemp Mill Shopping Center and the Arcola Ave/Lamberton Drive intersection. This new connection, which we will call Lamberton Drive Extension, presents some opportunities, but also some concerns.

On the positive side, the KMCA sees the Lamberton Drive Extension as a potential new access point into our community that can alleviate the recurring and non-recurring (i.e. crash-related, weather-related) congestion that is experienced along Arcola Ave. The Lamberton Drive Extension also creates opportunities for the Shopping Center to get new customers, which could help the businesses survive and thrive more. Lastly, the new added traffic to the MD 193/Lamberton Drive Extension intersection could justify a traffic signal, which would be great for all modes of transport.

On the negative side, the combined increased traffic along Lamberton Drive Extension and Arcola Ave will make an already severely congested intersection into a complete nightmare. Additionally, there is concern about the effects of safety and security along this new extension. Young Israel Shomrai Emunah Synagogue, located on the corner of this intersection, has experienced anti-Semitic events in front of the synagogue entrance and would want to make sure that their security needs are met. Lastly, we would like to ensure that any plan for Lamberton Drive Extension is a street and not a road.

To address our concerns and help us decide whether we could support this extension, the KMCA would like to see more information on what Lamberton Drive Extension would look like, such as typical sections and general strategies for safety and security. We also want a commitment in the plan that the Arcola Ave/Lamberton Drive intersection will be upgraded to meet the operational and safety demands of all users. Lastly, we want a commitment from the County that it will work with the community to update the Kemp Mill Master Plan as soon as this corridor plan is complete. In that updated Kemp Mill Master Plan, we want to ensure that all the secondary effects that the University Blvd Corridor Plan will have on Kemp Mill will be addressed.

Zoning Changes

The corridor plan also has some zoning changes within the Arcola Ave district. This includes a combination of higher density and mixed-use development. Again, the KMCA sees some opportunities but also concerns.

Members of our community are open to additional housing, but our community also has concerns about traffic and overloading existing infrastructure. If additional housing is built, our members are particularly interested in owner-occupied multi-family housing (such as condos or townhouses) that could enable first-time homeowners to begin developing home equity. The Kemp Mill community is a very desirable community where many multiple generations of the same family are spread out through the community. With housing prices skyrocketing and mortgage rates relatively high, it is getting harder and harder for the next generation of a family to return to the community or get younger families from outside the community to buy. Additional townhouses or condos could help meet this need. Before supporting a specific proposal for additional housing, KMCA would ask for additional information regarding the number of units and intended price points.

In terms of the proposed mixed-use development, the KMCA again sees opportunities and concerns. On the positive side, mixed-use development with higher-density housing has great potential for the current businesses within the Kemp Mill Shopping Center, as well as attract other businesses that could benefit the community. It would also be great for Kemp Mill Shopping Center to become a more pedestrian/bicycle-friendly environment.

But there are concerns that are very unique to our community. Kemp Mill has a very large Jewish community, much of which keeps kosher. Several businesses in the Kemp Mill Shopping Center cater specifically to the Jewish community such as a kosher supermarket, restaurants, and bakeries. Other businesses in the shopping center cater to non-kosher keeping patrons, or to the general public. All these businesses are a huge resource to the community and if any of them were to go out of business either temporarily due to the transition of the property or permanently due to economic factors (similar what happened to the kosher establishment in Cabin John Shopping Center as it transitioned to mixed-use development), it would take away a huge community resource that is vitally important to the Jewish community.

It was disappointing that the planning team recognized the Jewish history of the area and yet did not proactively engage the Jewish community in Kemp Mill regarding the community's unique needs. The KMCA wants to ensure that our concerns are addressed appropriately before considering whether we could support the mixed-use zoning changes proposed in the corridor plan.

The last major concern that the KMCA has regarding the Arcola Ave District relates to the MD 193/Arcola Ave signalized intersection. We simply cannot accept an intersection that has any fatal flaws in traffic operations. These fatal flaws include recurring cycle failures for any turning movement within the intersection, as well as recurring queuing of any lane that backs into another intersection or blocks an adjacent lane. The corridor plan should not reference details such as restricting right turns on red or removing the channelized right turn from Arcola to MD 193. These details should be discussed during the preliminary design phase. Instead, the corridor plan should set minimum standards of service for the intersection and require significant improvements to the intersection if needed to meet the vision of the corridor.

“Four Corners District”

KMCA has some specific concerns as it relates to the Four Corners District proposal. Four Corners is unique in that it is not only an area of business, but it is also an integral part of the I-495 interchange with both US 29 and MD 193. Both MD 193 and US 29 must remain “roads” through Four Corners and not “streets” or “stroads”. Any proposal that increases vehicle delay through Four Corners is unacceptable, as this is a key junction to connect to other places. If BRT needs to go through this intersection, BRT must be on its own alignment through Four Corners. Four Corners needs to be considered a point within the corridor and not a place.

Furthermore, removing the one-way pair of MD 193 will not just hurt vehicle operations, but it will also remove the whole character of Four Corners. Further analysis of various alternatives are needed to meet the functionality of MD 193 as a road while supporting the growth of Four Corners.

Secondary Effects

As stated earlier, the University Blvd Corridor Plan will have secondary effects. These secondary effects are not just for our community, but the communities that surround the corridor and the many drivers that use MD 193 as simply a road to get to other destinations. These effects are not just transportation related. There are also social and environmental effects that are beyond the corridor. The corridor plan must recognize these secondary effects and discuss a plan on how they would be addressed.

BRT

There are a wide variety of opinions as it relates to the proposed BRT through the corridor. The community recognizes that if more growth is desired in this corridor, it needs to be supported by better transportation. Whether growth should be in this corridor is debatable within the community. It is also debatable whether the only growth in the County should be transit-oriented, particularly in a County that is primarily suburban in nature, not urban. It is also debatable if a BRT system in this corridor has enough benefits to the County that it is worth the cost of developing and operating a BRT system.

There are members in our community that fully support better transit along the corridor. Some of them are upset though that we live in a community that is just out of range of being able to use it because of the “last mile” issue.

While there are a variety of opinions within the community of whether a BRT system is appropriate in this corridor, it is nearly unanimous in the community that if a BRT system is built, it cannot be to the detriment of vehicle traffic to the point of congested intersections or corridors. This is not just an operational issue, it is also a safety issue, as crashes exponentially increase in congested conditions. A detailed traffic study must be conducted to meet the operational and safety needs of all users,

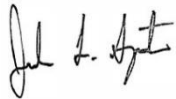
which include pedestrians, bicycle, transit, and vehicular traffic. KMCA is opposed to any BRT that is designed to disproportionately hurt vehicular traffic.

Conclusions

Due to the tight time crunch of responding to this plan and the limitations of getting everyone's point across in this type of letter, these comments and positions from KMCA are not fully comprehensive. We would encourage the County to meet with KMCA and the community at the earliest opportunity possible to discuss our concerns and how they can be addressed in this Corridor Plan. As stated at the beginning of this letter, we do see many of positive elements within this corridor plan if implemented properly, some of which we noted, some of which we didn't. But there are significant concerns related to transportation, housing, and our shopping center that need to be addressed.

Thank you for carefully going through our comments and we hope we can have a fruitful discussion that can ultimately lead to a better vision of our community and the MD 193 corridor.

Respectfully,



Jules Szanton
President, KMCA

On behalf of the Members of the Kemp Mill Civic Association

Cc: County Executive Marc Elrich
Montgomery County Council

From: [Eric Gabler](#)
To: [MCP-Chair](#)
Subject: Submission of Written Comments for the February 27 Planning Board hearing on the UBCP
Date: Tuesday, February 25, 2025 11:59:49 AM
Attachments: [Written comments for Feb 27 UBCP meeting.pdf](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Attached are my written comments for the February 27 Planning Board hearing on the UBCP. My name is Eric Gabler.

My address is:

Eric Gabler

[REDACTED]

Silver Spring, MD 20901

WRITTEN COMMENTS BY ERIC GABLER, RESIDENT OF SOUTH FOUR CORNERS IN SILVER SPRING, FOR THE FEBRUARY 27 MASTER PLAN PUBLIC HEARING – UNIVERSITY BOULEVARD CORRIDOR PLAN

February 25, 2025

Uncoordinated Plans and Unfair Burdens. The “More Housing N.O.W. (New Options for Workers)” and University Boulevard Corridor Plan (UBCP) proposals to rezone Montgomery County properties do not appear to be coordinated with each other. Assuming that the County Council believes that its More Housing N.O.W. rezoning proposal is fair and reasonable, how can the much denser and intrusive rezoning and development of the UBCP be reconciled with it (compare Figure 10 in the UBCP Working Draft 2025 (p. 28) with the More Housing N.O.W. interactive map at <https://mcplanning.maps.arcgis.com/apps/instant/lookup/index.html?appid=35c44dee1734457185b0604f3ce67e5e&find=909%2520BENSON%2520TER%252C%2520SILVER%2520SPRING%252C%252020901>)? It would be much less confusing if the UBCP effort were to await the resolution of the More Housing N.O.W. legislation and then be made compatible with it.

If the UBCP proceeds without reconciling with the More Housing N.O.W. legislation, this would imply that properties along University Boulevard would be rezoned initially by the More Housing N.O.W. legislation and then be rezoned again (almost immediately thereafter) by the UBCP. Would this two-stage and very inefficient rezoning practice also occur along other boulevards and large streets throughout Montgomery County?

- If the answer from the Planning Board is that other corridors in Montgomery County will be rezoned again after the More Housing N.O.W. rezoning, then citizens of Montgomery County should be warned now that the proposed changes in rezoning shown in the More Housing N.O.W. interactive map are misleading (see <https://mcplanning.maps.arcgis.com/apps/instant/lookup/index.html?appid=35c44dee1734457185b0604f3ce67e5e&find=909%2520BENSON%2520TER%252C%2520SILVER%2520SPRING%252C%252020901>).
- If the answer from the Planning Board is that the University Boulevard Corridor is a special case of higher density redevelopment, the Planning Board should explain why this is so. The draft UBCP would add 4,000 new residential units to a corridor that currently has 3,500 residential units, resulting in a 114 percent increase in residential units even though Montgomery County is expecting a total growth in households of only 16 percent between 2025 and 2045 (see <https://montgomeryplanning.org/wp-content/uploads/2023/06/Countywide-Round-10.0-Summary-Table.pdf>). Whereas not all of the newly-zoned residential units in the draft UBCP will necessarily be built by 2045, the potential for rapid growth is there. Surely there are more geographically-equitable ways to share the responsibility of providing housing in Montgomery County (as demonstrated by the More Housing N.O.W. proposal).
- To accommodate this high burden of new housing, the draft UBCP would open neighborhoods along University Boulevard corridor to cut-through car traffic that will seek to avoid rising traffic congestion on University Boulevard. Rising congestion on University Boulevard would result from the new commercial and housing development along the corridor and because the UBCP would remove two through-lanes from University Boulevard

at Four Corners (to make the intersection more suitable for cyclists, walkers, and people riding scooters). Higher traffic may arise even more quickly than expected due to the termination of “Work From Home” policies by the Federal Government. The draft UBCP calls for new cut-through access into neighborhoods via an extended Gilmore Drive, possible access from University to Tenbrook Avenue, new connected intersections along University Boulevard, etc. (see the next section of these comments for more detail). The street access proposals in the UBCP would effectively convert major portions of the South Four Corners residential area into an extension of the Four Corners intersection, even though this area is already close to the noise and pollution of three high traffic roads (I-495, U.S. Route 29, and University Boulevard). Cars will pass literally 30 feet away from many interior residential homes (originally purchased in part because they were not on busy streets). Because our residential streets are narrow and often lack sidewalks, the walkability of our streets will be diminished. Again, how is this fair, particularly if other residential areas of the County are spared, including affluent areas in the western part of the County?

- Efforts to provide multi-family housing along the University Boulevard Corridor should also reflect the redevelopment of vacant office space in Montgomery County into residential space (being promoted in the legislation by the County Council).
- The UBCP depends on bus rapid transit (BRT) being in place. The UBCP should therefore not be voted on until funding for BRT on University Blvd is secured.
- The UBCP is not being coordinated with traffic flow disruptions to be caused by U.S. Route 29 Flash Bus centerline project, which will also affect traffic into neighborhoods at Four Corners.

Rushed Consultation Process. The consultation process on UBCP is moving along too quickly. As noted, we have just learned about the More Housing N.O.W. proposal but have no idea how the UBCP will be influenced by it. Just as importantly, members of the community only received the draft 150 page UBCP Working Draft 2025 in January 2025 along with a 209 page appendix to the draft plan. Then, as of February 19, we learned there is now an expanded 425 page appendix to the draft plan. How are residents along University Boulevard supposed to interpret the combined 575 pages of UBCP material prior to the February 27 Public Briefing on the UBCP plan? We need much more time to read and interpret this material (especially the new appendix). The following items (many newly announced) require more consultation with the community:

- Even with this avalanche of briefing material, there is little or no data available to answer basic questions, such as how much traffic (in cars per hour) will be added to our residential streets by the recently announced street access points (see p. 100 and 101 of the UBCP Working Draft 2025). The extended Gilmore Drive (which would be created by connecting the existing streets of Gilmore Drive, Whitehall Street, and Breewood Road) is to serve as a parallel route to University Boulevard between Gabel Street near Northwood High School and Lorain Avenue in South Four Corners. Will this extended road be bordered by a bicycle “breezeway” and, if so, how much of the 60 foot right-of-way along Gilmore Drive would be used to accommodate it? There is no information in the draft materials about future traffic on Tenbrook Drive after it is connected to University Boulevard near Sligo Creek via an “Access Road.” There is no information about future traffic on Greenock Road and Royalton

Road after they are connected (apparently by eliminating the current site of Mary's Center, also not discussed in the UBCP Working Draft 2025). Nor is there traffic information on the effects of the future realignments of Markwood Drive/Dayton Street; Nicholas Drive/Pomander Court/Glenpark Drive; and Eisner Street/Orange Drive. None of the streets noted above (apart from Lorain Avenue) are listed in the limited traffic data provided in Table 3 and Table 4 of the 425 page appendix to the UBCP Working Draft 2025.

- Note that there would almost certainly be significant traffic increases from the new street connections described above in our neighborhoods. Everyone who uses Waze to navigate their cars knows that Waze will direct them through neighborhood streets to bypass congestion on a main road. Such congestion occurs often on University Boulevard and U.S. Route 29.
- No where in the 575 pages of the working draft or its appendix is there a map or graphic to show the new traffic flow patterns through the connected streets described above. Such information is essential for informed consultation with neighborhood residents.
- In many cases, the text in the Working Draft about road redesign references only benefits for bicyclists and walkers, without indicating that cars would also be using the newly-connected roads. For instance, on p. 100, the UBCP Working Draft 2025 states "Connect parallel streets [Gilmoure Drive, Whitehall Street, and Breewood Rd] along the south/west side of University Boulevard to provide a more direct travel route for people *walking and biking* [italics added] and to provide site access and local circulation for properties along University Boulevard in the event of their redevelopment." The text does not mention that cars would make use of the redesigned roads. In community discussions, some residents of South Four Corners have understood that by referencing only bicyclists and walkers, the Planning Department is asserting that cars would not be given access. The Planning Department should advertise a clarification to all persons living along these roads that more car traffic will result.
- The UBCP Working Draft 2025 illustrates a couplet (split) configuration of University Boulevard at Four Corners, implying this configuration will be maintained over the 20 year life of the UBCP. It is not clear, however, from the text within the Working Draft that the couplet will be maintained over the 20-year life of the UBCP. For instance, on p. 9, the Working Draft states that "With more detailed design for bus rapid transit, further study additional street connections in the Four Corners area to achieve a long-term vision for a more connected network of Town Center Streets that increase local connectivity and a more regular street pattern." Note that this "further study" would extend Gilmoure Drive through the existing Safeway, Post Office, and BP gas station at Four Corners, connecting directly to U.S. Route 29 and into portions of the Montgomery Blair High School property. This action would make Gilmoure Drive a full parallel route to University Boulevard from just south of Arcola Avenue to U.S. Route 29. Also see the draft UBCP's endorsement of a street grid approach at Four Corners on p. 107 "FOUR CORNERS LONG TERM VISION." To provide a basis of certainty for property developers who may build at Four Corners along the current couplet layout, the UBCP should explicitly state that the couplet layout at Four Corners will remain in effect for at least the full 20 year life of the UBCP. This commitment will greatly reassure current stores and residents at South Four Corners as well.

- It is unclear if the Planning Department conducted traffic analysis on the effects of new traffic lights associated with the UBCP (e.g., such as at Lorain Avenue and University Boulevard). The Lorain Avenue traffic light crossing, for instance, would facilitate a higher volume of traffic in both directions of Lorain Avenue seeking to avoid the Four Corners intersection.
- There is no discussion of the traffic volumes that would be introduced onto residential streets by allowing large mixed commercial/residential buildings fronting University Boulevard or U.S. Route 29 to directly access residential streets from parking lots in the rear of these buildings. This traffic is likely to be significant as cars seek to avoid the congestion on these corridors by using residential streets, and even more so if University Boulevard access is not provided for some of these buildings.
- All of the above information should be provided to residents, who should then be reconsulted about the draft UBCP proposals.

Inadequate Parking in Neighborhoods. The recently approved ZTA 23-10 PARKING, QUEUING, AND LOADING – CALCULATION OF REQUIRED PARKING exempts residential uses from providing minimum parking if located within ¼ mile of a Bus Rapid Transit (BRT) Station that exists or is funded for construction in the 6 year capital improvement program. Presumably, for most of University Boulevard, this exemption will not kick in until the University Boulevard BRT is funded (which may take many years, if ever). However, a significant number of commercial/residential properties listed in the draft UBCP are already within one quarter mile of the two active U.S. Route 29 BRT stops at Four Corners. What guarantees would the UBCP offer to prevent parking from new development at Four Corners from overcrowding nearby residential streets?

Costs of UBC Plan Alternatives. There is no information in the UBCP Working Draft 2025 about the public cost of implementing the proposed UBCP, including the cost of the necessary BRT service, street realignments and additions, acquisition of private properties, etc. Much of the money that would be spent for this initiative could be used to directly support Montgomery County programs that provide low-cost housing.

Safety. I strongly support improving the safety of University Boulevard, but do not agree that the diversion of cars from University Boulevard onto neighborhood streets is the best way to accomplish it. Most neighborhood streets, at least in South Four Corners, are narrow and many do not have sidewalks. Inviting a large volume of cut-through traffic into the neighborhood (which often moves at speeds above the 25 mph limit) is almost certain to diminish existing safety levels (the UBCP Working Draft 2025 does not measure this impact). The Working Draft does suggest possible steps to improve safety when this traffic influx occurs, such as allowing us to park on only one side of residential streets, installing speedbumps, adding sidewalks, painting lines on pavements, etc., but the best way to sustain safety on our narrow streets is to not invite the cut-through traffic in the first place. University Boulevard needs significant safety improvements, but many things can be done to make University Boulevard safer that do not require taking away its lane capacity (as proposed in the UBCP Working Draft 2025). The Planning Department should work in coordination with the Maryland Department of Transportation, which is currently pursuing a pedestrian safety improvement program for University Blvd that is not linked to the UBCP.

From: [Ezra Baldinger](#)
To: [MCP-Chair](#)
Subject: University Blvd. Corridor Plan
Date: Tuesday, February 25, 2025 12:02:08 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To whom it may concern:

I have been a resident of Kemp Mill for over 25 years. I have family that lives in the white oak area, and I travel on Univ. Blvd. quite often going both directions.

As I continue to travel between Kemp Mill and White Oak I have seen how congested the Four Corners area is even with the existing lanes.
Removing lanes from University Blvd between Dennis Ave and Colesville Road (or beyond) would make the already high volume of traffic that much worse!
Please do not do this to us!

People use it Univ. Blvd. for the following and more:
Get onto the Beltway at Colesville Road
Get onto the Beltway going toward Baltimore (on University)
Get to Blair High School
Get to the Church and day care center at 4 Corners
Get to and from White Oak

I would hope the County would try to improve the traffic and safety at Four Corners instead of making it worse.
Plans should include making vehicular traffic move smoothly AND improving pedestrian safety.
Instead, I see language such as the following in the proposed plan for University Blvd (page 115):

...as part of a long-term comprehensive redesign of the intersection of University Boulevard and Colesville Road. Improving multimodal safety—not increasing capacity or vehicular travel speeds through Four Corners—should remain the top priority of the study; as such, pedestrian and bicycle safety improvements, including a human scale and reduced pedestrian crossing distances, a Breezeway that connects to bicycle and pedestrian facilities along University Boulevard, and ample street buffers should remain part of the long-term vision.

The plan also proposes to increase congestion further west on University Blvd as well as on Arcola Avenue.

Please note that Kemp Mill residents can only get out of the neighborhood going west via University Blvd or in a roundabout way via Arcola Ave to Georgia.

Two lanes have already been removed from Arcola from Kemp Mill Road to University.

PLEASE DO NOT REMOVE THE RIGHT HAND LANE FOR TURNING ONTO UNIVERSITY BLVD. Traffic is already backed up badly trying to get out of the

neighborhood in the morning. All of the current lanes are necessary to ensure Arcola Ave backup does not get worse.

If a new road is built connecting University Blvd to the Kemp Mill shopping center it will:

1. Cause even more traffic congestion onto Arcola Ave
2. Remove a nice quiet walking path behind the Kemp Mill shopping center that connects to the Sligo Creek walking path

Housing:

Adding housing in the small Kemp Mill shopping center will also only make congestion on Arcola Avenue worse.

A far better alternative would be to use the nearby land formerly used by WTOP. Housing at that site would have much easier access to University Blvd and it would be closer to downtown Wheaton.

I respectfully request the Planning board to NOT recommend the University Blvd Corridor Plan to the County as it stands. Furthermore, any future plans should first be discussed in a meeting specifically with the Kemp Mill Community.

The people who live in this area are counting on you to improve their lives here, not make them worse. Getting to school, work, and doctor appointments are a major part of life. Please do not make that more difficult and stressful.

Thank you for your time regarding this important matter.
Ezra Baldinger

[REDACTED]



Sent with Mailsuite · [Unsubscribe](#)

From: [Brian Stagg](#)
To: [MCP-Chair](#)
Subject: Letter of Support for the University Boulevard Corridor Plan, February 27, 2025
Date: Wednesday, February 19, 2025 9:10:29 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Brian Stagg

[REDACTED]

Silver Spring, MD 20901

[REDACTED]

February 19, 2025

**Subject: Letter of Support for the University Boulevard Corridor Plan, Public
Testimony Hearing February 27, 2025**

Dear Montgomery County Planning Board Members,

I am writing to express my strong support for the University Boulevard Corridor Plan. As a resident of the South Four Corners neighborhood, I believe this plan represents a crucial step towards improving my community and creating a more vibrant and sustainable corridor.

I am particularly in support of the plan's focus on improving connectivity, pedestrian/bicycle safety, upzoning existing development, and environmental sustainability.

-

Improved pedestrian and bicycle infrastructure: The proposed construction of the separated sidepath/breezeway along University Boulevard will create a safer and more welcoming environment for pedestrians and cyclists, encourage alternative modes of transportation and reduce reliance on cars for short trips. This is particularly important for University Boulevard where the Pedestrian Level of Comfort is awful. When I walk with my family to North Four Corners Park or to the shops at Woodmoor, it is extremely uncomfortable to have cars and buses zooming by inches away from myself and my children at 45 MPH. Over the past few years, two teenagers (17 and 18 years old) have been killed using sidewalks abutting right up to traffic on Old Georgetown Road in Bethesda. At the time of those tragedies, Old Georgetown Road had the same

design University Boulevard currently has (narrow sidewalk, no shoulder). The best way to improve the utility of University Boulevard is to create a planted buffer between the traffic and those on foot/bike/scooter/stroller/wheelchair like the one suggested in the University Boulevard Corridor (UBC) Plan.

- **Economic development from upzoning:** The plan's focus on attracting new businesses and supporting existing ones will revitalize the corridor, creating jobs and strengthening our local economy. Zoning improvements recommended in the UBC Plan are a necessary step to encourage investment and maintain the quality of life in this corner of the County. The changes in zoning along properties fronting University Boulevard will allow for greater housing density and improved commercial opportunities. Permitting new residential types like duplexes or triplexes along this busy roadway will increase the housing supply and help to ease future housing price increases.
- **Environmental sustainability:** The plan's consideration of green infrastructure, tree planting, and other sustainable practices will contribute to a healthier environment and a more resilient community. The improvement in tree canopy will make traveling along the corridor for pedestrians and rollers much more enjoyable. The focus on improving transit connectivity will also help to reduce the need for polluting car trips along this stretch of roadway.

I believe that the University Boulevard Corridor Plan represents a thoughtful and comprehensive vision for the future of my neighborhood. It addresses the critical needs of our community while also creating opportunities for growth and improvement. I moved to my home in South Four Corners about two years ago because of its great location and potential. The UBCP will unlock that potential to serve the residents along University Boulevard and for the region at large. I urge the Planning Board to move forward with the implementation of this plan as expeditiously as possible.

Thank you for your consideration.

Sincerely,

Brian Stagg

From: [Ryan Costello](#)
To: [MCP-Chair](#)
Subject: Excellent University Boulevard plan
Date: Friday, February 21, 2025 4:35:05 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Sir or Madam,

I was very pleased to review the University Boulevard Corridor Plan, which I think is excellent.

I reached out to those surveying the community early in the process and noted my concerns regarding pedestrian safety along University Boulevard. Specifically, while crossing at Reddie and Sligo Creek Parkway I've had some somewhat close calls with cars running the lights, and walking right along the Boulevard - sometimes in ice - has always felt treacherous with traffic so close.

So I am pleased that there is a plan in place to institute wide sidepaths along with planting strips on University and undertake a number of other improvements both big and small, like connecting Blueridge to Amherst and ensuring better pedestrian walkways there. I also appreciate the attention to issues including racial justice, food security and the environment, and am enthused for more bicycle access in the area which - outside of Sligo Creek Trail/parkway - has always looked rather daunting, even for experienced cyclists.

I am happy to put this in a formal letter as the website suggests, though I also thought I'd explore the testimony option. Can you share how long you expect the hearing to last, and how many have offered to testify? Is there any option to testify in a hybrid format, or is testimony only in person?

Thanks a bunch,

Ryan Costello
Resident from the Amherst Ave/Chestnut Ridge District

From: [Ryan Costello](#)
To: [MCP-Chair](#)
Subject: Re: Excellent University Boulevard plan
Date: Friday, February 21, 2025 4:36:52 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Per your bounceback notice, I am including my address:

 Silver Spring, MD 20902

Sincerely,

Ryan

On Fri, Feb 21, 2025 at 4:34 PM Ryan Costello <rn.costello@gmail.com> wrote:

Dear Sir or Madam,

I was very pleased to review the University Boulevard Corridor Plan, which I think is excellent.

I reached out to those surveying the community early in the process and noted my concerns regarding pedestrian safety along University Boulevard. Specifically, while crossing at Reddie and Sligo Creek Parkway I've had some somewhat close calls with cars running the lights, and walking right along the Boulevard - sometimes in ice - has always felt treacherous with traffic so close.

So I am pleased that there is a plan in place to institute wide sidepaths along with planting strips on University and undertake a number of other improvements both big and small, like connecting Blueridge to Amherst and ensuring better pedestrian walkways there. I also appreciate the attention to issues including racial justice, food security and the environment, and am enthused for more bicycle access in the area which - outside of Sligo Creek Trail/parkway - has always looked rather daunting, even for experienced cyclists.

I am happy to put this in a formal letter as the website suggests, though I also thought I'd explore the testimony option. Can you share how long you expect the hearing to last, and how many have offered to testify? Is there any option to testify in a hybrid format, or is testimony only in person?

Thanks a bunch,

Ryan Costello
Resident from the Amherst Ave/Chestnut Ridge District

From: [Joseph Turitz](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan
Date: Monday, February 24, 2025 3:08:43 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chair Harris -- My name is Joseph Turitz. I have lived in the Kemp Mill area of Silver Spring since 1996 -- nearly 30 years. For all of those nearly 30 years the neighborhood has been a wonderful area to live. I recently learned about the UBCP that is currently being proposed. I strongly encourage the Montgomery County Planning Department to abandon the UBCP. The UBCP will significantly adversely impact most -- if not all -- current residents creating unneeded upheaval and change in a neighborhood that has been wonderful for many years. At minimum, the terribly increased traffic and reduced car lanes on University Boulevard will change residents' lives and experiences for the worse. Higher density mixed-use development will not bring a better living experience to most of the area and will only increase the departure of many long-time residents who pay significant amount of taxes already. There already are many great walking and biking areas in the neighborhood and additional ones are not necessary.

As a long time resident and tax payer I strongly urge that Planning Department abandon the UBCP/

Thank you.

Sincerely,

Joseph Turitz

[Joseph Turitz](#)



From: [s Winter](#)
To: [MCP-Chair](#)
Subject: Arcola proposals
Date: Monday, February 24, 2025 9:41:27 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I'm calling to register my concern about the proposed changes. specifically the changes to the shopping center. There are multiple Jewish and Kosher establishments, actually the only ones in the city. as well as 4 synagogues both on the property and nearby. and and it would greatly impact and harm our community if they were to be affected.

Surely, it would not be ethically correct to disenfranchise so many of the Jewish members of the community.

Sincerely,
S winter

From: [Chana Wiggins](#)
To: [MCP-Chair](#)
Subject: University Blvd
Date: Monday, February 24, 2025 10:48:30 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members and Council Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable. I strongly oppose elements of the plan that would: Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers. Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion. Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck. Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays. Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays. Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency. While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity. I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively. Thank you for your time and consideration.

Sincerely,
Hannah Wiggins

[REDACTED]
Silver Spring, MD 20902
February 24, 2025

The Maryland-National Capital Park and Planning Board
Montgomery County Planning Board
2425 Reddie Drive
Wheaton, MD 20902

Subject: University Boulevard Corridor Plan

Dear Mr. Harris:

The proposed University Boulevard Corridor Plan along with its appendices raise a number of troubling issues. It cannot go forward as is because it has basic flaws in logic and common sense, it lacks a credible effort to obtain community input prior to its presentation, and it demonstrates lack of knowledge and understanding of the communities it will severely impact. The comments I present below reflect my perspective living in Kemp Mill, but they are applicable in other areas along the Corridor as well. It's also worth noting that the County Executive has voiced opposition to the plan as currently designed because of a variety of issues such as the impact on water and sewage systems, lack of independently verified data driving the plan itself, and lack of involvement by citizen groups.

1. Flaws in logic and common sense:

- a. **The “planning districts” do not reflect neighborhoods, just artificially delineated geographic areas.** In Kemp Mill (KM), the Planning Board’s “Arcola District” focuses only on the areas adjacent to Arcola Ave and Univ Blvd, which it calls the “University Towers Neighborhood.” It includes Sligo Creek Park land on the south side of University Blvd **but does not reflect the rest of KM much more than a block beyond Arcola, and nothing on or off Arcola north of the Yeshiva.** It doesn’t even reflect Odessa Shannon Middle School, St. Andrews School, and other schools which impact the traffic density.
- b. The Planners seem unaware that southbound Arcola Ave, the focus Arcola “District,” is the **ONLY outlet** to the south (to the Beltway, Sligo Creek Pkwy, and Four Corners) for the **thousands** of residents of KM Estates, Kemp Mill Farms, etc., not to mention those who come in via Kemp Mill Road and Arcola north of Kemp Mill Road.
- c. **University Blvd was built as a corridor, not a street.** Treating it as a low speed with interrupting crosswalks street means drastically impacting two-way access between

Wheaton and Four Corners and beyond! The plan gives no hint of understanding this impact.

- d. The plan references reducing speed limits, to 20 MPH in some cases, but **does not present a case-by-case justification** for doing so! In fact, one has to analyze the planners' terminology and color coding to figure out what limits they're actually planning to change.
- e. The plan references developing "fast transit" with little explanation. One can only ask how *fast* can such transit be if they lower the speed limits and increase residential and commercial density?
- f. The plan advocates eliminating right turn on red at signalized intersections, with no explanation or understanding of the impact on the cross streets such as Arcola Ave. It also intends to eliminate segments of roadway that facilitate right turns, again with **no understanding of the impacts on cross-streets**. This lesson should have been learned when the Count tried to install bike lanes a few years ago.
- g. The plan for Kemp Mill Shopping Center is a mixture of vision, common sense, pie-in-the sky delusion, and ignoring the needs of KM residents.
 - Vision – Replace the office building at the corner of the shopping center with some form of housing. It sounds nice, but there are **no specifics on what type of housing** the planners are thinking of or what the impact of such development would be on overall traffic patterns.
 - Common sense – Create a street, partly out of existing access roadway, to directly link the shopping center to University Blvd. What the planners failed to consider is the likelihood that this will become an alternate route for vehicles from southbound Arcola to access University. **How will that traffic be managed?**
 - Pie in the Sky Delusion – Create a series of small streets in a series of mixed-use blocks to replace current shopping buildings on the north side of the center. The current shopping center has difficulty keeping existing storefronts occupied – and the County wants to add more business spaces? how will the residents and customers for those buildings access them from the street network? Who will
 - Ignoring the Needs of KM Residents – The shopping center provides vital services for the local KM community. For residents of both the existing high-density housing and the residents of individual houses in the adjacent neighborhoods, the shopping center provides a walkable destination for shopping and other services. This is critical for many people especially for the elderly, the disabled,

and those who do not have cars. Yet the Plan blithely ignores those needs by proposing the redevelopment of the northern side of the shopping center. How can such redevelopment take place without cutting off pedestrians from access to those services for a year or more?

- The proposed redevelopment also would severely impact the Jewish kosher-keeping community (about 5,000 in KM alone) and thousands beyond in White Oak, Silver Spring, and DC. Shalom Kosher and the kosher eating establishments are vital resources that have no duplicates anywhere in the DC area except for Rockville. The destruction of the north side of the shopping center to make way for the mixed-use blocks would be a major blow to the community. It would eliminate vital local resources; it would add to the density of cross-county traffic by encouraging people to shop in Rockville, or even Baltimore, and it would put such resources beyond the reach of those who do not have cars/cannot drive and who rely on walking to the shopping center.
2. Lacks of a credible effort to obtain community input: Ultimately, the plan reflects a lack of effort to obtain community inputs during the development of the plan. For Kemp Mill, it was almost as bad as the Planners' self-admitted lack of engagement with Kemp Mill and other communities prior to the University Blvd bike lane fiasco a few years ago!
 - a. The Planning Board's outreach efforts were weak at best, and, at worst, reflect an almost deliberate intent to restrict input to a strictly defined and constrained population to the detriment of the larger actual community. The appendices list only two community meeting or events in the Kemp Mill area – a meeting with KMCA in 2022 and a meeting in nearby Northwood HS in 2023. Other areas had multiple meetings.
 - b. The only other "engagement" with the KM community was some "everyday canvassing" in the Warwick Apartments in April 2023. Oh yes, the planners sent out 400 mailers to the residents of multi-family housing – **but not to any of the thousands of other residents of the impacted area.**
 3. Lack of knowledge and understanding of the communities it will severely impact:
 - a. The planners seem unaware of the sizeable number of people who walk to the KM Shopping Center.
 - b. The appendices do provide a section on the growth of the Jewish Community in Kemp Mill, but the information is very dated. It does not reference the presence of five synagogues in Kemp Mill or the evolution of new Jewish businesses in the Kemp

Mill Shopping Center. The section needs to incorporate a better understanding of what drives the religious “logistics” that are unique to the Jewish community, e.g. the need for kosher foods, kosher eating establishments, the requirement to walk to/from services or other events on a Sabbath or major Jewish holy day, etc. This should be a key element of their recommended *“Evaluate the Following Resources in the Future for Designation in the Master Plan for Historic Preservation: Jewish Synagogues, Schools, and Other Institutions.”* If there is no attempt to understand the unique needs of the growing Jewish Orthodox community in Kemp Mill and adjust for that, the planners will seriously undercut the credibility of the Plan in the eyes of that population. It may not be the job of the County to “encourage” the growth of any ethnic or religious community. But, it’s certainly not the job of the County to stifle or get in the way of such growth.

In summary: The Planning Board needs to revisit this plan and evaluate whether it’s based on validated needs. It needs to incorporate input from a swath of citizens broader than the narrow focus of the Board’s earlier efforts. And it needs to adjust the plan to the realities of living in living in suburban Montgomery County. It cannot just reflect the dreams and preferences of well-meaning people who think they know best for the rest of us in the absence of actually finding out our real needs.

Respectfully,

Howard S. Kern

From: [Julie Malka](#)
To: [MCP-Chair](#)
Subject: Kemp Mill Corridor Proposal
Date: Tuesday, February 25, 2025 10:36:29 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chairperson,

We are unequivocally opposed to the University Boulevard Corridor Plan as it is written.

It promises to disrupt life to the residents of Kemp Mill in a way that will force us to leave this neighborhood.

You have proposed a plan and have not solicited public input on such an important matter.

The impact on the Jewish community here will be devastating. You propose to eliminate the Kemp Mill shopping center which provides most of the kosher infrastructure for this community—in easy walking distance—by the way. There are no less than four kosher establishments there that service the neighborhood and the multi-family dwellings of the high-rise apartments on Arcola Avenue.

Other negative impacts will be the slowing of traffic, and hence congestion and pollution.

You will destroy a neighborhood that served as home for a cultural minority that has been here for well over a half a century.

We ask that you revoke this plan and seek input from the stakeholders before you destroy our homes and neighborhood.

Sincerely,

Raphael and Juliet Malka

From: [Avraham Sussman](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor
Date: Tuesday, February 25, 2025 10:39:20 AM
Attachments: [20241211-all-staff-except-hr_2392bc60-c0c0-4f6a-9d92-4d94bc325248.png](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Honorable chairperson,

I have heard about the proposed plan, and are very excited that attention is being paid to this area, with the hopes of making improvements. With that being said, I think serious pause should be given to the matter in recognition of the following concerns:

- The plan needs to take adequate consideration of the impact on existing, self-sufficient communities, including apparent internal inconsistencies in its goals.
- The plan needs to consider economic considerations and recent societal events, such as “back to work” programs.

Consequently, I think the plan needs refinement.

To elaborate on each of these points:

- While the Planning Board staff has been working on this plan for quite some time, it has only recently been released, in final draft form, for public comment. It would seem fair to allow the public time to analyze it and consider it more fully.
- It seems that The Plan will have a negative impact on the existing Kemp Mill community, by
 - Reducing and slowing traffic, yet
 - Encouraging a significant increase in population requiring transportation, while many transportation needs within and to/from the community will still only be met by driving
 - It will also stress and possibly overwhelm other neighborhood infrastructure and institutions, such as public (and non-public) schools
 - Redevelopment of the shopping center has a high probability of destroying the current retail establishments located in that center, which the report describes as “the only retail use in this neighborhood.” At least four of those establishments support the cultural needs of a specific minority, and they will probably not survive during a redevelopment period.
 - This will materially impact the viability of a well-established ethnic group within the existing community, severely damaged in the interest of building a new self-sufficient community.
- The Plan is not, by its own admission, sufficiently comprehensive.
 - Under the rubric of Historic Preservation, the plan states: “Montgomery County lacks a comprehensive understanding of architectural and cultural resources

associated with Jewish history. Synagogues, schools, institutions and businesses in the Plan area should be studied as part of a larger effort to evaluate this integral part of Montgomery County.” (p. 132).

- The report then identifies 4 Synagogues (one converted to a Baptist Church) and one school (Yeshiva of Greater Washington).
 - No other institutions or businesses are identified, despite there being 4 kosher food establishments - several with long histories in Montgomery County - prominently located in the Kemp Mill Shopping Center.
 - This suggests a lack of sufficient understanding of the current demographics and dynamics of the Arcola Avenue District and its ethnic composition, which could be severely impacted by the current plan.
- The Plan is relatively silent on the development of additional employment opportunities within the Arcola Avenue District, which is a cornerstone of the concept of developing self-sufficient communities
 - There is no discussion of what types of businesses might wish to locate or relocate to the area
 - It is not clear that any might wish to do so – especially when the trend of office location has shifted from “work from home” and decentralization to “back to the office” and centralization to permit what has been found to be essential in-person, face-to-face interaction among co-workers.

For all these reasons, I think the plan needs to be further researched and modified accordingly before action is taken.

Thank you for your consideration of the matter.

With deepest respect and gratitude,

Avraham Sussman

Avraham Sussman

Kosher Food Supervisor

Charles E. Smith Life Communities

[REDACTED] | Rockville, MD 20852

[REDACTED]



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From: [Yaffa Klatzkow](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Input
Date: Tuesday, February 25, 2025 10:43:11 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chairperson,

I am writing to express my opposition to the “University Boulevard Corridor Plan” specifically as it applies to the Kemp Mill neighborhood. I both live and work in Kemp Mill. Thus far, there has been very limited public input on such an important matter.

The Plan is not, by its own admission, sufficiently comprehensive.

- Under the rubric of Historic Preservation, the plan states: “Montgomery County lacks a comprehensive understanding of architectural and cultural resources associated with Jewish history. Synagogues, schools, institutions and businesses in the Plan area should be studied as part of a larger effort to evaluate this integral part of Montgomery County.” (p. 132).
 - The report then identifies 4 Synagogues (one converted to a Baptist Church) and one school (Yeshiva of Greater Washington).
 - No other institutions or businesses are identified, despite there being 4 kosher food establishments - several with long histories in Montgomery County - prominently located in the Kemp Mill Shopping Center.
 - This suggests a lack of sufficient understanding of the current demographics and dynamics of the Arcola Avenue District and its ethnic composition, which could be severely impacted by the current plan.

For all these reasons, we think the plan needs to be further researched and modified accordingly before action is taken.

Thank you,

Mrs. Yaffa Klatzkow

Office & Admissions Manager
Yeshiva of Greater Washington
Boys Division & Yeshiva Gedolah

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: MCP-Chair
Subject: FW: Written Testimony regarding UBCP Plan prior to 2/27/2025 Meeting

-----Original Message-----

From: Manasseh Katz <manasseh@smartcomputerinc.com>
Sent: Tuesday, February 25, 2025 11:26 AM
To: MCP-Chair <mcp-chair@mncppc-mc.org>
Cc: Adrianvala, Zubin <Zubin.Adrianvala@montgomeryplanning.org>
Subject: Written Testimony regarding UBCP Plan prior to 2/27/2025 Meeting

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Chair Harris:

I have many concerns about the University Boulevard Corridor Plan, including (but not exclusively, as I don't have time to write a 10 page thesis):

1 - Very high traffic volume that would be severely affected by the proposed changes (lower speed limits, permanent bus lanes, etc.). Data from MDOT SHA Annual Average Daily Traffic (AADT) Segments

- * University Blvd. between Arcola and Four Corners: 42,724 AAWDT
- * University Blvd. between Arcola and Georgia Ave.: 27,732 AAWDT
- * Arcola Ave. between Lamberton Dr. and University Blvd. 16,735 AAWDT
- * Arcola Ave. between Lamberton Dr. and Kemp Mill Rd. 16,395 AAWDT
- * Arcola Ave. between Lamberton Dr. and University Blvd. 16,285 AAWDT

These 2022 numbers, showing a complete recovery from pre-pandemic numbers. While public bus usage has NOT fully recovered from the pandemic drop, private car usage has recovered - which is in itself an indication of preference for private cars over public transit.

These numbers also indicate that a significant amount of traffic uses University + Arcola as a path from Four Corners (and likely much of that going to/from the Capital Beltway 495) through to Georgia Ave. and beyond. Such traffic can't be easily replaced by bus rapid transit (BRT) as BRT would only cover a portion of that route.

Most of this traffic is presumably going from or to (or both) locations more than a few blocks outside the UBCP area, and would be unable to make use of mass transit as a substitute.

THERE IS NO PLACE ELSE FOR THIS TRAFFIC TO GO!

Arcola Ave. and Kemp Mill Rd. already see huge amounts of through traffic due to the lack of alternate routes through this section of Montgomery County, and mass transit can't solve that with anything close to the proposed BRT solution.

2 - "Walking, biking and rolling" is a wonderful phrase. While it can be practical for a small number of people some of the time, for the vast majority of people who live near the affected area it is simply not viable.

- * Many people can't - due to physical limitations
- walk or bike or roll for any significant distance. This especially includes elderly, but realistically includes many middle-aged and younger people as well.

* For those who can walk/bike/roll to get to transit for the rest of their trip, there is a practical limit as to how far they will go. If the non-transit distance on either end of the journey is more than 1/2 mile, the vast majority of people simply will not consider this a practical option.

* Even for those who can walk/bike/roll up to 1/2 mile on each end, that does not work in MANY situations, including:

- * Inclement weather - rain, snow, very hot, very cold

- * Shopping. Carrying more than one bag of groceries or other items for even a short walk (e.g., 1/4 mile on each end of a trip) or on a bus (because buses are not designed with trunks and back seats for people to put their bags in, plus the safety issues of trying to maneuver with multiple bags while getting on/off a crowded bus) is simply not practical. So even those people (such as myself) who routinely walk a few blocks in decent weather will not do so when shopping. This also applies to Wheaton Plaza (Shoppingtown Wheaton, whatever it is called these days) which is next to the Wheaton Metro station - while that is great for employees commuting to work at Wheaton Plaza, transit is nearly useless for people going to shop at Wheaton Plaza - and if you can't shop at a shopping center it will cease to exist.

- * Children - There are both monetary costs and practical considerations taking a large family on a trip via walking + transit - simply not practical for most people, even if individually the bus is functional.

But most of all, the vast majority of trips by most people in the affected neighborhoods, except for a small percentage who commute to a location near a Metro station, simply find it impractical to use transit for such trips. This includes medical appointments (and if you are sick with any respiratory or other potentially contagious disease then a bus is not advisable, and if you have mobility problems, even temporary ones such as a broken leg, again a bus just doesn't work) as so many medical offices are not convenient to transit, visiting friends and family, entertainment venues, etc. The list is endless.

3 - Bus Rapid Transit done right is much more than bus lanes. A true BRT system is 100% dedicated to extremely frequent bus service.

There is no indication that there is anywhere near sufficient potential ridership to support that.

4 - The extremely low speed limits (5 to 10 MPH lower than existing limits, which already have been lowered over the past few decades in many cases) will simply not be followed without extreme enforcement measures. Such extreme measures such as automated speed cameras everywhere are very controversial. But if actually enforced, streets that are already severely congested during rush hour (including Arcola, University, Kemp Mill, Georgia) will become far worse. And there is NO PLACE FOR THE TRAFFIC TO DIVERT TO.

5 - The vast majority of Montgomery County is SUBURBS, not CITIES. Housing and transit simply work differently. Throwing around buzzwords and bike paths and bus lanes will NOT magically turn suburbs into cities. Period. If people want to live in cities, they can move to downtown Bethesda or Washington, DC or New York City or Baltimore (city, not county). Plenty of people live in cities and WANT to live in cities. Let the people who WANT to live in SUBURBS have that choice.

6 - Much is made of the need to right past wrongs against various groups of people. While that is a noble cause, I firmly believe that the way to help such groups is NOT by making everyone else's lives worse but rather to make their lives better. Whether someone is black, white, brown or green with purple polka dots (yes, I use that as an example of how absurd it is to group people by skin color), most Americans I know want:

- * The ability to get a good job - to make it big, move up in the world, not to be lumped forever with "you can't afford what the others have, so let's give you second-best" - which is I think the message shown about "affordable housing must be high-density, no cars, etc."

- * Mobility. For the past 100 years that has meant private cars. Period. Make them better (more efficient, electric, etc.) if you are concerned about pollution and "climate change". But you can't convince people who want mobility - the ability to go anywhere they want, when they want - that "transit is good enough for you, because we say so". Restricting movement to specific times and places is a sign of a totalitarian regime, not of the free country we live in.

* The ability to choose what type of housing they live in. For most people that ultimate goal is a single family home - no worry about noise from upstairs at 2am, your own patch of land to enjoy and many other advantages. Montgomery County was built primarily on that concept and that is why people moved here rather than into Washington, DC or other places. For those who prefer (because they don't want to deal with mowing the lawn or home maintenance or whatever) to live in apartments or other mutli-family dwellings, let them choose that. But this plan seems to FORCE high-density homes both by zoning changes allowing more such construction and also by trying to push people into "walk, bike, roll" + "transit".

Noble goals. But the wrong place, affecting THOUSANDS of people who live nearby or travel through the area, without actually giving people what they want.

If you truly want to build a 15-minute city, build something new, planned from the beginning. Columbia, MD. Or perhaps Brasilia - a fascinating experiment in "planned cities" - and by the way, according to Wikipedia "The average commute time on public transit in Brasília, for example to and from work, on a weekday is 96 min. 31% of public transit riders, ride for more than 2 hours every day." - now there are some wonderful numbers to compare. - ah, the glories of public transit.

Manasseh Katz

[REDACTED] Wheaton, MD 20902 (Less than 1 block outside the official plan area)

From: [Malki Zirkind](#)
To: [MCP-Chair](#)
Subject: University corridor plan testimony
Date: Tuesday, February 25, 2025 11:32:05 AM
Attachments: [University Blvd corridor opposition.pptx.pdf](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello,

Please include the attached document to the record and have it available as handout and displayed for my testimony at the February 27th meeting.

Thank you

Malkitzedek Zirkind

[REDACTED] Silver Spring, MD 20902

University Blvd corridor opposition

DEI. WEF. 15 minute city agendas

- Walk-ability, for/according to who?
- Increased surveillance
- Increased fines
- Travel restrictions


There is no demand for additional bike lanes.
We have plenty of trails crisscrossing the county. This plan is a pipe dream designed to control the populace.

Anti Religious policies

- No discernable community outreach
- Rezoning/historical landmark designation of houses of worship & study halls (designed to restrict and then take such properties)

University Blvd corridor opposition

Obstruction to travel

- Removal of the right turn lane increases travel to by 3-4+ traffic signal  cycles. (As observed during off-peak/work from home trial)
- Lack of turning lanes increases congestion
- Increased surveillance/fines
- Current bus lanes already increase travel time for everyone and are a safety hazard.

Plan does not address the added strain to our already failing public schools.

Plan is designed to hurt the current residents.

Plan is designed to take via eminent domain,

And give to developers and other insiders.

Plan will tax current residents to build for others.

Proposals

Don't spend taxpayer money on projects they did not request.

Permit the building of ADUs without extra restrictions vs. primary residence.

Sensor controlled traffic signals to improve flow.

Not taxpayers funds for DEI, WEF, 15 minute city agendas.

From: [Jules Szanton](#)
To: [MCP-Chair](#)
Subject: Kemp Mill Civic Association Comment on UBCP
Date: Tuesday, February 25, 2025 11:58:08 AM
Attachments: [KMCA comment on University Boulevard Corridor Plan -- FINAL.pdf](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chair Harris and Members of the Planning Board,

Attached, please find my organization's comment on the UCBP.

Respectfully,
Jules

Jules Szanton
President, KMCA



February 19, 2025

Chair Artie Harris
Montgomery Planning Board
2425 Reedie Drive, 14th Floor
Wheaton, MD 20902

Dear Chair Harris and Members of the Planning Board,

Thank you for the opportunity to provide comments regarding the draft University Boulevard Corridor Plan. We are the Kemp Mill Civic Association (KMCA), a neighborhood association serving the approximately 1,300 households in Kemp Mill.

We developed this position statement collaboratively and democratically, including through a Transportation Committee [meeting attended by over 60 members](#), through dozens of emails exchanged through our listserv, and through countless conversations between our nine directors and members of the community. We do not pretend this letter reflects the unanimous views of all our members (or directors), but we are proud of our process and believe these comments reflect a broad consensus. Underscoring this, our members approved this letter by a vote of 54 households to 5 households at an in-person vote on February 19.

As an overview, the community is appreciative of the opportunity presented to make our community and the surrounding community a better place to live in. There are plenty of elements here that we will discuss that we feel would be of great benefit to the community and corridor if implemented in the proper way. But there is also significant concern about some elements within the plan as well as some omissions.

Our concerns are compounded by the lack of trust we have with the County right now, particularly as it relates to the process of public/community input. This is evident from the process regarding the bike lanes along University Blvd (MD 193), followed by the bus lanes along MD 193, and then the bus lanes along Georgia Ave (MD 97). While we felt that this process was somewhat better, we are still upset at the very short timeframe to provide comments after seeing the draft plan that is over 350 pages long with appendixes. We also felt that some of the results were skewed based on not getting enough representation from certain stakeholders, such as institutions just outside of the corridor and the many people who do not live adjacent to the corridor but utilize University Blvd for a variety of reasons. This lack of trust is contributing to a lot of the concerns you will see in our comments. Some of the elements could have great potential, but if the County cannot deliver the elements needed to meet the great potential, the results could significantly harm our community.

Below is an overview of our position as it relates to the University Blvd. Corridor plan. Note that we are not able to provide every single point that has been articulated by the community and would encourage the County to meet with us before the Plan is finalized.

University Blvd Corridor Vision

There are many ideas presented to transform University Blvd (MD 193). But looking at the big picture of the corridor, the primary purpose of MD 193 is to be a road to connect destinations that are in defined places. KMCA does not oppose efforts to improve other modes of transportation through

the corridor, such as walking, biking, and taking transit, but KMCA is concerned that the Plan does not adequately address the needs of vehicular traffic.

MD 193 is classified as an arterial. Arterials are meant to move people from place to place. Arterials are not meant to be places within the corridor. We need slow streets in defined places such as downtown Wheaton. We need faster, efficient roads to connect places. When a corridor is transformed into a place, the road becomes a “stroad,” part street, part road ([What Is a Stroad and Why Is It Dangerous? | Streetlight Data](#)).

The plan’s current vision is to essentially convert MD 193 from a road that has some stroad elements into a complete stroad. This is bad for every mode of transportation for both operations and safety. KMCA fully supports MD 193 remaining a “road” between Wheaton and Four Corners, not a street or a stroad. We need a suburban design strategy, not an urban design strategy.

This means that KMCA does not want to see any reduction in the speed limit along MD 193 through this section of the corridor. We need moderate to higher speed corridors along MD 193 and other arterial roads to have a desirable, livable suburban community that relies on traveling longer distances than in an urban environment. Higher speeds reduce travel time not just for vehicular traffic, but for transit traffic as well. This is critical for a successful transit system. If MD 193 is planned properly, it may even be possible to raise the speed limit.

Rather than reduce speed limits, KMCA supports other aspects of the Plan that will protect the safety of drivers, pedestrians, cyclists, and transit riders. These include:

- Separating pedestrian and bicycle facilities from the roadway. Greater separation of the modes allows higher speeds along the corridor to be safe.
- Better access management, by encouraging future development to reduce the number of access points that open directly onto MD 193. Removal of these access points reduces conflicts between vehicles and all the modes of transportation. Better access management allows drivers to travel at faster speeds due to only needing to be concerned with a limited number of potential conflicts that are spread out.
- Ensuring that planned BRT stations are located at or near existing traffic signals that allow controlled pedestrian crossings. This is key to pedestrian safety along a corridor with moderate speeds. The speed limit when there is a pedestrian crossing any road should be zero (0). This happens at controlled crossings when the driver must stop at a red light for the pedestrian to cross.

For this same reason, KMCA opposes the Plan’s intention to create corridor-fronting properties along MD 193 midway between existing traffic signals. Adding pedestrians between traffic signals will either force pedestrians to walk long distances for a traffic signal, or to cross at uncontrolled crossings—which presents the greatest risk of pedestrian fatalities and creates the “stroad” that needs to be avoided. The corridor needs safe “points” along the road and not “places” that make MD 193 into a stroad. In sum, we believe that with responsible safety measures, MD 193 can have safe speeds that are equivalent to the current design speed of the road.

Concerns with Effects of Thrive Montgomery 2050

KMCA is strongly opposed to the Thrive Montgomery 2050 policy that stops proposing 4+ lane roads in master plans. There is clear evidence already that this policy does not work. Old Georgetown Road (MD 185) is a prime example where the road diet to 4 lanes has created unbearable gridlock conditions not just during rush hour, but throughout a large portion of the day. The removal of thru lanes on Georgia Ave (MD 97) to make room for a bus lane, has created gridlock conditions during rush hour along the remaining 4 lanes, with many drivers ignoring the designated bus lane signs. These State Highways were meant to be the primary routes for vehicular traffic, i.e. they were meant to be roads, not streets. Essentially, the County's policy is trying to systematically convert all roads to streets. This forces traffic into the streets that were not designed for traffic. For example, many in our community for many years use Sligo Creek Pkwy as an alternative route to MD 97. Sligo Creek Pkwy, a street, was never meant as a commuter route, but it has turned into one due to the congestion issues along MD 97, a road, that are now getting much worse.

Along MD 193, the current road diet between Amherst and Dennis avenues has not produced significantly longer delays through the corridor. However, the results of this temporary road diet are skewed and do not mean that a permanent road diet will necessarily work, especially the one proposed in the corridor plan that is more extreme in length and restrictions. The current traffic conditions are still not close to traffic conditions pre-pandemic. (It was also very helpful to traffic that Northwood High School has been closed this entire academic year.) But there is a growing trend, not just in the federal government, to get workers back into the offices. This will soon get traffic beyond pre-pandemic numbers. There will continue to be a steady increase in traffic growth in general by the standard 1-2% a year. In and near designated growth areas, such as MD 193, the growth rate could be even higher, even with improved transit potentially taking many of those extra vehicle trips away.

KMCA is currently opposed to making the current MD 193 road diet permanent, let alone having a road diet in the corridor plan. Furthermore, the KMCA has great concerns with how this would affect the MD 193/Arcola Ave intersection, which is further discussed below.

To summarize the main concern with the overall corridor plan, our community is almost fully reliant on the vehicle as the only mode of transportation. So are most of the communities adjacent to us and the corridor. Improving transit in the corridor is not going to change this fact due to a combination of not being able to access transit to begin with (i.e. "last mile" problem) and that the transit lines do not go efficiently to the vast majority of destinations that residents of our surrounding communities are trying to get to anyway. In addition, certain functions like grocery shopping are difficult via transit.

"Arcola Ave District"

There are only two roads that access our community, Arcola Ave and Kemp Mill Road, with entries only from MD 193, MD 97, and Randolph Road. Arcola Ave is our community's Main Street that accesses our neighborhood shopping center and several religious institutions/schools, which are all very active. The pedestrian and bicycle activities along Arcola Ave and within our community are

extremely high compared to similar looking communities. Arcola Ave is also an important part of the County roadway network. It acts as a cut-through between MD 193 with MD 97 and Randolph Road.

Arcola Ave is a local stroad. Arcola Ave had a road diet about 20 years ago from 4 lanes to 2 lanes after a pedestrian fatality. Our community loves that Arcola Ave is now very pedestrian friendly. But the congestion in our community has historically been very severe due to the road diet, that pre-pandemic was about 2.5 miles in length. KMCA has significant concerns that the corridor plan with the higher-density development within the proposed Arcola Ave district, as well as the proposed development along the corridor will cause congestion to significantly exceed the historic congestion issues.

The corridor plan proposes a new access point from MD 193 to the Kemp Mill Shopping Center and the Arcola Ave/Lamberton Drive intersection. This new connection, which we will call Lamberton Drive Extension, presents some opportunities, but also some concerns.

On the positive side, the KMCA sees the Lamberton Drive Extension as a potential new access point into our community that can alleviate the recurring and non-recurring (i.e. crash-related, weather-related) congestion that is experienced along Arcola Ave. The Lamberton Drive Extension also creates opportunities for the Shopping Center to get new customers, which could help the businesses survive and thrive more. Lastly, the new added traffic to the MD 193/Lamberton Drive Extension intersection could justify a traffic signal, which would be great for all modes of transport.

On the negative side, the combined increased traffic along Lamberton Drive Extension and Arcola Ave will make an already severely congested intersection into a complete nightmare. Additionally, there is concern about the effects of safety and security along this new extension. Young Israel Shomrai Emunah Synagogue, located on the corner of this intersection, has experienced anti-Semitic events in front of the synagogue entrance and would want to make sure that their security needs are met. Lastly, we would like to ensure that any plan for Lamberton Drive Extension is a street and not a road.

To address our concerns and help us decide whether we could support this extension, the KMCA would like to see more information on what Lamberton Drive Extension would look like, such as typical sections and general strategies for safety and security. We also want a commitment in the plan that the Arcola Ave/Lamberton Drive intersection will be upgraded to meet the operational and safety demands of all users. Lastly, we want a commitment from the County that it will work with the community to update the Kemp Mill Master Plan as soon as this corridor plan is complete. In that updated Kemp Mill Master Plan, we want to ensure that all the secondary effects that the University Blvd Corridor Plan will have on Kemp Mill will be addressed.

Zoning Changes

The corridor plan also has some zoning changes within the Arcola Ave district. This includes a combination of higher density and mixed-use development. Again, the KMCA sees some opportunities but also concerns.

Members of our community are open to additional housing, but our community also has concerns about traffic and overloading existing infrastructure. If additional housing is built, our members are particularly interested in owner-occupied multi-family housing (such as condos or townhouses) that could enable first-time homeowners to begin developing home equity. The Kemp Mill community is a very desirable community where many multiple generations of the same family are spread out through the community. With housing prices skyrocketing and mortgage rates relatively high, it is getting harder and harder for the next generation of a family to return to the community or get younger families from outside the community to buy. Additional townhouses or condos could help meet this need. Before supporting a specific proposal for additional housing, KMCA would ask for additional information regarding the number of units and intended price points.

In terms of the proposed mixed-use development, the KMCA again sees opportunities and concerns. On the positive side, mixed-use development with higher-density housing has great potential for the current businesses within the Kemp Mill Shopping Center, as well as attract other businesses that could benefit the community. It would also be great for Kemp Mill Shopping Center to become a more pedestrian/bicycle-friendly environment.

But there are concerns that are very unique to our community. Kemp Mill has a very large Jewish community, much of which keeps kosher. Several businesses in the Kemp Mill Shopping Center cater specifically to the Jewish community such as a kosher supermarket, restaurants, and bakeries. Other businesses in the shopping center cater to non-kosher keeping patrons, or to the general public. All these businesses are a huge resource to the community and if any of them were to go out of business either temporarily due to the transition of the property or permanently due to economic factors (similar what happened to the kosher establishment in Cabin John Shopping Center as it transitioned to mixed-use development), it would take away a huge community resource that is vitally important to the Jewish community.

It was disappointing that the planning team recognized the Jewish history of the area and yet did not proactively engage the Jewish community in Kemp Mill regarding the community's unique needs. The KMCA wants to ensure that our concerns are addressed appropriately before considering whether we could support the mixed-use zoning changes proposed in the corridor plan.

The last major concern that the KMCA has regarding the Arcola Ave District relates to the MD 193/Arcola Ave signalized intersection. We simply cannot accept an intersection that has any fatal flaws in traffic operations. These fatal flaws include recurring cycle failures for any turning movement within the intersection, as well as recurring queuing of any lane that backs into another intersection or blocks an adjacent lane. The corridor plan should not reference details such as restricting right turns on red or removing the channelized right turn from Arcola to MD 193. These details should be discussed during the preliminary design phase. Instead, the corridor plan should set minimum standards of service for the intersection and require significant improvements to the intersection if needed to meet the vision of the corridor.

“Four Corners District”

KMCA has some specific concerns as it relates to the Four Corners District proposal. Four Corners is unique in that it is not only an area of business, but it is also an integral part of the I-495 interchange with both US 29 and MD 193. Both MD 193 and US 29 must remain “roads” through Four Corners and not “streets” or “stroads”. Any proposal that increases vehicle delay through Four Corners is unacceptable, as this is a key junction to connect to other places. If BRT needs to go through this intersection, BRT must be on its own alignment through Four Corners. Four Corners needs to be considered a point within the corridor and not a place.

Furthermore, removing the one-way pair of MD 193 will not just hurt vehicle operations, but it will also remove the whole character of Four Corners. Further analysis of various alternatives are needed to meet the functionality of MD 193 as a road while supporting the growth of Four Corners.

Secondary Effects

As stated earlier, the University Blvd Corridor Plan will have secondary effects. These secondary effects are not just for our community, but the communities that surround the corridor and the many drivers that use MD 193 as simply a road to get to other destinations. These effects are not just transportation related. There are also social and environmental effects that are beyond the corridor. The corridor plan must recognize these secondary effects and discuss a plan on how they would be addressed.

BRT

There are a wide variety of opinions as it relates to the proposed BRT through the corridor. The community recognizes that if more growth is desired in this corridor, it needs to be supported by better transportation. Whether growth should be in this corridor is debatable within the community. It is also debatable whether the only growth in the County should be transit-oriented, particularly in a County that is primarily suburban in nature, not urban. It is also debatable if a BRT system in this corridor has enough benefits to the County that it is worth the cost of developing and operating a BRT system.

There are members in our community that fully support better transit along the corridor. Some of them are upset though that we live in a community that is just out of range of being able to use it because of the “last mile” issue.

While there are a variety of opinions within the community of whether a BRT system is appropriate in this corridor, it is nearly unanimous in the community that if a BRT system is built, it cannot be to the detriment of vehicle traffic to the point of congested intersections or corridors. This is not just an operational issue, it is also a safety issue, as crashes exponentially increase in congested conditions. A detailed traffic study must be conducted to meet the operational and safety needs of all users,

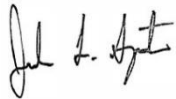
which include pedestrians, bicycle, transit, and vehicular traffic. KMCA is opposed to any BRT that is designed to disproportionately hurt vehicular traffic.

Conclusions

Due to the tight time crunch of responding to this plan and the limitations of getting everyone's point across in this type of letter, these comments and positions from KMCA are not fully comprehensive. We would encourage the County to meet with KMCA and the community at the earliest opportunity possible to discuss our concerns and how they can be addressed in this Corridor Plan. As stated at the beginning of this letter, we do see many of positive elements within this corridor plan if implemented properly, some of which we noted, some of which we didn't. But there are significant concerns related to transportation, housing, and our shopping center that need to be addressed.

Thank you for carefully going through our comments and we hope we can have a fruitful discussion that can ultimately lead to a better vision of our community and the MD 193 corridor.

Respectfully,



Jules Szanton
President, KMCA

On behalf of the Members of the Kemp Mill Civic Association

Cc: County Executive Marc Elrich
Montgomery County Council

From: [Frank G.](#)
To: [MCP-Chair](#)
Subject: University Blvd Plan of Disaster Very Sad
Date: Wednesday, February 26, 2025 4:05:39 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To Chair person:

As a resident Montgomery County (over 50 year resident) and someone who frequently uses University Boulevard and surrounding streets as part of my daily schedule. I'd like to express my concerns with the proposed University Boulevard Corridor plan.

In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the vast majority who drive. This is IMPRACTICAL AND INEQUITABLE.

In particular , I oppose any plan to:

- 1) Make the currently underutilized bus lanes on University Boulevard
- 2) Eliminate designated lanes for right-turning vehicles to turn without a signal
- 3) Make University and Colesville two-lane roads at Four Corners, with no designated turnaround
- 4) Set speed limits along all of University Blvd between Four Corners and Wheaton to 25mph or 30mph

While each of these proposals has issues, the combined effect of all them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life.

Look what happened in White Oak by putting Section 8 housing behind the former Sears building.

I STRONGLY encourage the Planning Board to reconsider the plan to better account for the tens of thousands of taxpaying Montgomery County families who drive on University Boulevard as part of their commute and daily life.

Thank you,

Frank Gittleson

[REDACTED]
Silver Spring, Md 20901

From: [Chava Allgood](#)
To: [MCP-Chair](#)
Subject: Public Testimony - University Corridor
Date: Tuesday, February 25, 2025 12:01:05 PM
Attachments: [Testimony Chava Allgood \(3\).pdf](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board,

I am attaching my public testimony to this email.

Hearing date: 2-27-25

Item: University Boulevard Corridor Plan

Mailing Address: [REDACTED] Silver Spring, MD 20902

Thank you,
Chava Allgood

Good evening. Thank you for being here tonight and for the hard work you do for our community.

My goal this evening is to help the county understand the unique nature of Kemp Mill and the surrounding areas, so that they can see the value and importance of our community as it exists today and hopefully take a step back from their plans to ensure that they preserve the resources and community environment we love and need. We have multiple facets of our life that will be disrupted and potentially destroyed by the changes the county proposes to make.

1. Many residents rely on Shalom Kosher in the shopping center for their primary dietary needs. Jewish families from other neighborhoods rely on Kemp Mill and travel to us just for this store. We also have restaurants that support our Jewish residents that would not be easily replaced if disrupted. Re-zoning the shopping center could destroy essential assets in our community. I also notice that Parkland Pool is included in the re-zoning. This is not an ordinary pool. It is a beautiful natural landscape that serves as a gathering place for our community and should be protected. It is a community treasure and irreplaceable. It would be a tragedy beyond words to let anything happen to this location.

2. The county desires to increase the use of public transit and walking through the implementation of changes to University Blvd. The present reality is that many of the residents near University Blvd need this road to drive to services and jobs that are not easily accessible by public transit. Many residents live a mile or more from transit stops and even if the weather were always stable, the increased commute time and inconvenience of traveling with goods or small children is a deterrent. I do not think the county will see the increase in riders they hope for and instead will see an increase in pollution and congestion due to drivers spending more time trying to navigate to services and jobs outside the existing boundaries of the community. Walking is also impractical. There are few to no locations where most residents would be able to walk using University Blvd and the few who do walk along this road should have improved safety through the implementation of pedestrian bridges or other measures that do not disrupt vehicular traffic.

3. The county details a utopian complete community, with amenities and services within a 15 minute walk. This should not be done through the destruction of an existing community, but any improvements or added services, jobs, housing or amenities added to a community should instead be carefully and conscientiously structured around and with respect to the present residents of the community, without restricting roadways and making us feel confined, as we are already structured for driving personal cars, and this can not be easily unravelled.

We love our homes and our neighbors and need the stores and services that we presently have. We have beautiful trails, parks and waterways that may become strained or polluted due to overcrowding from the housing plans. We also have plenty of existing apartments with room to rent. It would make the most sense to improve the quality and safety of those before considering adding additional apartment housing.

To wrap up my remarks, I hope the county will consider a more gentle and sustainable approach to creating the community they envision, perhaps by shifting to other land or roads that could fit their planning needs better, while also preserving the treasure of a community that we already have. Thank you and good night.

From: [Alan Baldinger](#)
To: [MCP-Chair](#)
Subject: Comments on University Blvd. Corridor Plan
Date: Tuesday, February 25, 2025 12:18:29 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello,

Actually , I have a question. I am interested in the BRT feature that would allow express bus service on University Blvd.

However, in order to get to the BRT location, I would need to drive my car from our Kemp Mill neighborhood.

Where would I park my car? The area around Arcola Ave and University Blvd. does not seem feasible.

Thank you.

Alan Baldinger



From: [Rachael](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan
Date: Tuesday, February 25, 2025 1:53:55 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chairperson,

I am writing to you in response to the "University Boulevard Corridor Plan". Though I don't live in that area, this will impact my life as well, since my children attend school there, my husband works there, and our family shops there (since many kosher establishments are located in that area).

My understanding is that part of the goal of this plan is to slow traffic and reduce pollution. By slowing traffic (but not slowing the amount of people traveling in that area), it seems that pollution will increase, by the amount of emissions of people stuck in traffic. Yes, increasing buses may help, but many of the people who already live in the area will not be using the buses and will still need their cars to get to where they need to go.

Part of the plan seems to involve redeveloping the Kemp Mill Shopping Center, which will likely affect the kosher establishments there. If they are forced to close or relocate, that will negatively impact not only the religious Jewish community in the Kemp Mill area, but also those from surrounding communities - White Oak, Woodside, Rockville, Olney, and Potomac - who also shop there.

I am urging you to think more about the long-term impacts of this plan and take into consideration the needs of the population already located in the area, before you bring in more people.

Thank you,

Rachael Shields
Olney

University Blvd. Corridor Submission
February 24-25 2025
Stephen Blank
11805 Saddlerock Rd.
Silver Spring, Md. 20902

Dear Sir or Madam:

I am writing in protest against the University Blvd. Corridor plan which I believe is a misguided, utopian plan, that bears little resemblance to the actualities of how people in these neighborhoods live. In my view this plan represents the utterly unrealistic vision of left-wing extremists and so-called experts who are attempting to foist their anti-car and idealized version of what should be upon the community. I might also add that the implementation of these plans will most probably destroy my neighborhood, i.e. Kemp Mill, which is a multi-racial, multi-generational neighborhood that nonetheless manifests stores that support a large, thriving Orthodox Jewish community here without prejudice to other residents of the neighborhood.

Let me go into greater detail. This plan calls for the creation of four Bus Rapid Transit stations and expanded bus and bicycle lanes at the expense of automobile traffic and that will supposedly be linked to new metro stations. Unfortunately, this plan bears only a tenuous relationship to the lived reality of people living in these neighborhoods. Furthermore, anyone living here would quickly recognize this reality that nonetheless seems to have escaped the planners.

First, there are hardly any buses at present on university Blvd. nor does it seem likely that either the state or the county has the money to pay for a large-scale increase in new buses without raising taxes substantially. Second these buses basically only traverse University Blvd. and since there are not enough of them it is no surprise that residents here have to use their cars even to go to bus stops. But because these buses, except for Metro buses, only traverse

University Blvd they do not go anywhere to where people must go, e.g. to school, work, shopping, doctors, etc. In other words, the effort to reduce or even eliminate cars by building these BRTs is a fantasy that does not take into account how people must actually travel to wherever they have to go. Neither will there be enough metro stations or buses to justify this utterly unfounded vision. of a car-free corridor. As everyone knows, Metro's mismanagement is epic, its costs are spiraling out of control, its service is substandard, and it does not cover enough areas to justify foregoing driving accomplish this vision both the county and the state would have to dramatically raise taxes and this is obviously impossible. Indeed, the state is now cutting spending.

It appears as well that these planners live in a fantasy world where idealism mixes with prejudice, namely that cars are inherently bad, and bicycles and buses are good. Here again reality belies these dreams. Since there are not enough buses or metro stations within walking distance of where people have to go, people do what they have to. For example, the bus lanes on University Blvd and Georgia avenue are a joke. Since there aren't enough buses and excluding the bus lanes means traffic jams, drivers regularly drive in the bus lanes to go where they need to go, Needless to say there are not many bicycle drivers on University Blvd. In my 12 years here, I doubt I saw 12 bicycle riders there. Thus, these plans will only create more traffic jams and raise taxes that are already too high for many residents here. But that is not all the damage this plan will wreak upon our neighborhood.

A second failing of this plan is that its ideas about placing low-cost housing in malls is also not grounded in reality. First of all, it is noteworthy that these planners apparently forgot that putting low-cost housing in Kemp Mill Mall, apart from making the area unsightly, will destroy much of the ecology of Sligo Creek Park as well as its attractiveness. Second, and more

importantly, placing low-cost housing in a mall will almost certainly destroy the mall and make it unprofitable for the store owners and small businesses there, upon which this community depends, to stay in business. It will certainly drive out the Jewish community, of which I'm a member because the stores that support our religious commitments will be undermined. And it will create more traffic jams since those residents too have to drive to wherever they must go. In this connection is noteworthy that these planners are not contemplating low-cost housing in Bethesda, Chevy Chase, and Potomac where the real money and political power is. Instead, they want to do this to Kemp Mill which is presumably a less well connected political neighborhood. Thus, in conclusion, these plans represent a fantasy land in which planners and ideologues live but not the genuine realities of lived life in this area. It should be rejected outright and sent back to the planners with the admonition that they actually talk to people who live here rather than try to impose fanciful visions that will have exactly the opposite impact of their dreams.

From: [Mike Sushner](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan
Date: Tuesday, February 25, 2025 2:44:43 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello,

I was recently informed about Montgomery County's University Boulevard Corridor Plan and I wanted to reach out to voice my strong opposition to the current plan. I moved to Montgomery County from Baltimore about 7 years ago for the beautiful suburban feel, safe neighborhood, and opportunities within the Jewish community of Kemp Mill. We've been very happy in the neighborhood and recently purchased a "forever home" in the neighborhood.

I feel that the Plan shows a serious lack of understanding and contemplation of the needs of its residents. The Plan itself even states that a proper understanding of the Jewish community has not been obtained. I have the following specific concerns regarding the new plan - most specifically related to the Arcola Avenue part of the plan:

- Traffic is already highly congested during rush hour on Arcola Avenue and surrounding streets. Adding additional density to housing will only increase congestion.
- Several essential Jewish institutions would be affected, and may not be able to survive - including the synagogues identified in the report, as well as Shaloms Kosher grocery store, Ben Yehuda Pizza shop, The Kosher Pastry Oven, Holy Chow, and the Yeshiva of Greater Washington. These institutions support the cultural needs of the Jewish community and likely would not survive during a redevelopment period.
- Kemp Mill has a long standing and well established Jewish community which would be completely altered and upended by redevelopment on Arcola Avenue.
- I would expect many of the residents in Kemp Mill would relocate to different communities outside of Montgomery County which would permanently damage the neighborhood.
- The increased use of bike lanes / bus lanes / etc. has not been viewed favorably amongst residents and is already a burden on the existing community.

I urge you to go back to the drawing board and try to understand the needs of your residents prior to proposing such a significant and permanent change to your residents.

Thank you,
Mike Sushner

From: [Daniella Smith](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plan
Date: Tuesday, February 25, 2025 3:16:58 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Mr. Harris,

I am strongly opposed to the University Blvd. Corridor Plan. I live in Kemp Mill which is predominantly made up of Orthodox Jews. There are multiple synagogues in our community which we must walk to on Saturdays as we do not drive on Sabbath. The majority of our children attend Jewish schools in DC, Rockville, Aspen Hill or Silver Spring. Members of our community chose to live in Kemp Mill not because of the proximity of schools or jobs but because of the synagogues. The majority of my children's friends live within 3/4 of a mile radius of our house and my fellow Orthodox neighbors will say the same thing. We have a strong community here and know most of our neighbors as well as the people who live beyond our immediate blocks. We pray, eat, celebrate and mourn together. It is a wonderful place and more communities should be as neighborly. While we are fortunate to have this idyllic community, it does come with a price. Many of us have to commute to far away places for our jobs. My husband works in Tysons Corner. While it would be nice if he could bike or take a bus to work, that is not a feasible option. Most people here are reliant on private vehicles to get to work. By reducing lanes and/or speed limits on University Blvd and Georgia it won't push more people in our community to take public transportation and instead will make our commutes longer and contribute to more pollution.

I'm also not clear why putting in high density housing in this community will solve anything. Is public transportation going from where people live to where people work? Your plan seems to be putting in bus lanes and reducing speeds but nothing is changing to make public transportation safer and more efficient for anyone who needs to travel beyond University and Georgia. Please reconsider this plan.

Thank you,

Daniella

From: [Dena Kranzler](#)
To: [MCP-Chair](#)
Subject: I Oppose the University Blvd Corridor Plan
Date: Tuesday, February 25, 2025 6:37:05 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I live in Kemp Mill, and the university corridor plan sounds like a bad idea and was not well thought out.

The current infrastructure CANNOT handle more cars if high density housing is introduced. The intersection at Arcola and Lamberton is already a traffic nightmare on a typical day - it took me 10 minutes to get through that light just this morning due to the backlog of cars on the road trying to get out of Kemp Mill. There are not enough roads out of Kemp Mill, and adding traffic to Arcola would be a disaster.

Furthermore, the county does NOT HAVE the transit system that it would need to entice people to use rapid transit instead. My children go to a private school and they must be driven to school. There is no public transportation to my job or to my spouses job. I can guarantee that MOST people in this neighborhood will still use their cars for transportation. The county did not do research on this community.

It is clear to me that this proposed plan was not analyzed by a traffic engineer. The infrastructure is simply not present.

Please DO NOT implement this plan. If our residents wanted to live in a dense urban environment, we would move to DC!

Dena Kranzler
Kemp Mill Resident

From: [Fox Family](#)
To: [MCP-Chair](#)
Subject: please stop the university corridor plan thank you
Date: Tuesday, February 25, 2025 7:43:21 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

hi i live in 20902 please stop the university corridor plan

From: [Fox Family](#)
To: [MCP-Chair](#)
Subject: Re: please stop the university corridor plan thank you
Date: Tuesday, February 25, 2025 7:45:07 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,
my address is 1121 university blvd west.

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers

but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,
chana

On Tue, Feb 25, 2025 at 7:43 PM Fox Family <chanatfox@gmail.com> wrote:
| hi i live in 20902 please stop the university corridor plan

From: [Chaya Kranz](#)
To: [MCP-Chair](#)
Subject: Opposition to the University Corridor Plan
Date: Tuesday, February 25, 2025 8:38:19 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

As a Montgomery County resident from Kemp Mill, I'd like to express my concerns with the proposed University Boulevard Corridor Plan.

In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the needs of the vast majority who drive. This is impractical and inequitable.

In particular, I oppose any plan to:

- Make the currently-underutilized bus lanes on University Blvd permanent, narrowing the lanes available to drivers.
- Eliminate designated lanes for right-turning vehicles to turn without a signal.
- Make University and Colesville two-lane roads at Four Corners, with no designated turnaround.
- Set speed limits along all of University between Four Corners and Wheaton of either 25mph or 30mph.

While each of these proposals has issues, the combined effect of all of them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life.

I encourage the Planning Board to reconsider the plan to better account for the tens of thousands of taxpaying Montgomery County families who drive on University Boulevard as part of their commute and daily life.

Thank you for your consideration, Eliya Kranz

From: [Yitzchak Scher](#)
To: [MCP-Chair](#)
Subject: University corridor plan
Date: Tuesday, February 25, 2025 8:40:45 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hi,

I live and teach in the Silver Spring community. Our community is unique as the center of Orthodox Jewish life in the Greater Washington area. We have our homes, synagogues, kosher establishments, and several schools situated in this area. Additionally, many members of our community send their kids to private schools down University Blvd.

The plan, as I understand it, will be devastating to our way of life. Slower speed limits, traffic, and rezoning will impact our carpools and our way of life.

Our families are typically larger than average American families and public transportation is not a solution. You can imagine what it's like transporting 6 kids and a Mom on a ride-on bus. Our private schools do not offer easy bussing solutions.

Additionally, rezoning can impact our synagogues and dedicated stores/restaurants. Our community is very happy and peaceful as is, and we do not wish for this change. We humbly request that you consider the existing community's needs, rather than changing to suit needs of those not yet living in our community.

As is, I am frustrated by the creation of the bus lanes on university blvd. Further inhibiting traffic will really impact our quality and way of life.

Thank you so much!

Yitzchak

From: [Barry Greengart](#)
To: [MCP-Chair](#)
Subject: Very opposed to proposed changes in zoning, housing density and roadway designs
Date: Tuesday, February 25, 2025 9:53:35 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear MCCPC members:

I am very opposed to these changes, and I think most of the county residents who will be impacted by these changes agree.

We have a very successful racially, social-economically religiously integrated community in Kemp Mill.

The Kemp Mill shopping center, as it presently is, serves many elderly people, many Jewish and other religious and ethnic groups who need convenient kosher shopping opportunities within walking distance to the University Towers and Warwick apartment developments where they live. Many lower and middle income homeowners in Kemp Mill and its environs also depend vitally on this convenient shopping center. A central religious institution, the Young Israel Shomrai Emunah synagogue is located in the shopping center, and its members and worshippers would also be very negatively affected.

The proposed rezoning of the area would significantly damage these necessary accommodations and cause many hardships to these residents. It would render this area a much less desirable place to live in.

A second part of the proposal is to add an additional bus lane along the major road corridor of University Blvd. This would wreak havoc on traffic patterns that are already strained by the existing bus lane which renders this major roadway to a crowded two-lane highway and causes traffic back ups especially during the rush hours.

The proposal would lead to more crowding, backups and potentially more road accidents. Unfortunately, the existing bus service does not serve the majority of residents because of its necessary inconvenience, especially to the elderly population.

For these reasons, I urge the County Council to reject this proposal which would hurt more than it improves our area within our beautiful Montgomery county.

Thank you

Barry J Greengart

From: [Fran Broder](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plan feedback
Date: Tuesday, February 25, 2025 10:52:46 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello,

I'm a 20 year resident of Kemp Mill and I'm aware of the University Blvd Corridor Plan which will reduce the number of lanes on University Blvd and other roads in the area.

I live at 11801 Clintwood Place, which is on the corner of Kemp Mill Road and I've lived at this address for almost 20 years. Currently, the traffic during the morning rush hour on Kemp Mill Road is very, very heavy and slow, making it difficult for myself and my neighbors to leave the neighborhood. I believe the reasons for this are many, many drivers use Kemp Mill Road as a short cut from Randolph Road to get to University Blvd via Arcola Avenue. Additionally, there are many people who drive through our neighborhood streets each morning to get to the Odessa Shannon Middle School and other private schools in the neighborhood. We have many, many school buses driving in our neighborhood each day as well. I've seen morning rush hour traffic on Arcola Avenue also backed up as it makes its way to University Blvd. The traffic light at the intersection of Kemp Mill Road and Arcola Avenue is very short for those turning onto Arcola Avenue from Kemp Mill Road. Many drivers are trying to get to University Blvd to get to the highway or DC.


Basically, as a resident, it's already hard, stressful and time consuming to leave this neighborhood each weekday morning.

Therefore, as a long time resident of Kemp Mill, I don't believe that we need to reduce traffic lanes that lead to the Beltway, downtown Silver Spring or DC. The traffic here is already very congested. In addition, adding more houses and people living here will also add to this congestion.

Please reconsider this plan. Our neighborhood is unique that it is comprised of many Orthodox Jews who walk on the Sabbath and holidays, so we have lots of pedestrians walking (and many of our streets don't have sidewalks and we have to walk in the curb, which is a big safety concern as well). Our neighborhood is already one that has lots of pedestrian walkers, residents on bicycles and scooters, and young families pushing strollers.

I'm very concerned that adding more people living and driving through our neighborhood streets could make it unsafe for the current residents.

Thank you,

Fran Broder

Silver Spring, MD. 20902

From: [jtcaron](#)
To: [MCP-Chair](#)
Subject: Comment on the University Boulevard Corridor Plan
Date: Tuesday, February 25, 2025 10:58:18 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Commission,

I would like to voice my objections to the University Corridor Master Plan which directly impacts the future of the Kemp Mill neighborhood and surrounding area I have lived in my whole life.

While I understand the need to create more housing at all income levels, concentrating the majority of that housing in one area of the County (Southeast) is a losing proposition for all. This creates concentrated poverty zones and brings down the entire area. If you spread that housing out across the County evenly then everyone benefits. When the west side of the County refuses affordable housing it's because they don't want concentration. Housing for all income levels should be mixed together. Same buildings, certain apartments, town houses or single family homes at discounted prices with certain County rent hike caps on increases for all.

The real question though, is why are you even talking about the Kemp Mill Shopping Center at all? Why would you be looking to develop a small space inside a beloved neighborhood shopping center before you ever develop the Wheaton Urban District? We have been waiting since 1989 for Wheaton to be developed and again in 2012. There were promises to develop the area much like downtown Silver Spring or Rockville Town Center. 12 million of our tax dollars was put aside for this in 1989 and the planned development was supposed to occur over a ten year period and nothing happened! Longtime businesses had to leave or go out of business. The ugly eye soar Howard Johnsons Hotel at the corner of Viers Mill Rd and University Blvd took 33 years to be demolished while in the meantime hosting crime and prostitution. You built a couple of new apartment buildings only in recent years and store fronts remain empty. Wheaton is filled with cash checking stores, dollar stores, pawn shops, strange lounges and loitering.

There are also wonderful businesses, especially restaurants, who like the old ones now gone are dying waiting for development. You say there is no Market there? That's because our county and council people are keeping it this way. If you made Wheaton into a Rockville Town Center or Pike and Rose then everyone would benefit. You could have mid rise mixed use apartments and condos throughout a large area with a Metro. It could be fully walkable with outside dining, etc. You could

connect the whole area from the Wheaton Mall to Amherst Avenue to the WTOP sight. Sadly, there is no vision for Wheaton. This should be a priority!

There are master plans for the Kemp Mill Shopping Center before you make and finish plans for Wheaton. It seems like the Southeast part of the County must completely remain down and out. Nobody at present wants to live in Wheaton because you offer them nothing. They prefer to live in downtown Silver Spring where there is a variety of things to do and places to go, although you have pushed businesses away there too and are starting to let that rot even as the Purple line is being built. There should be continued support for this vibrant area down County. The apartments in Silver Spring are the same price as the new apartments in Wheaton except the Wheaton apartments are filled with crime, mismanagement and rodents. This, by the way, is the reputation of the Wheaton Urban District. What a shame!

So where is this BRT and walkable University Blvd supposed to be taking you?

One can only assume you are going to allow your rezoning laws to let some partial building of subsidized housing in my Kemp Mill neighborhood occur with little else around and take over a 30 to 40 year period and let it all decay like Wheaton is now. It appears you have no problem letting the value of our homes decline before you even work to raise the value of the Wheaton Urban District. It seems you have let special interests groups dictate how Wheaton and all of the Southeast part of the County are treated. Be sure I and others will be voting out council people who promote the concentration of subsidized housing down County.

As far as the roads are concerned in your plan, just because you have a bike lane and a bus lane, as we all know, will not mean people will move in without cars. All that extra traffic will be dumped onto the proposed new 20 mile/hr Arcola Avenue that if left to you now has no yield lane going West on University Blvd. Traffic will be way worse than it was during the bike pilot program which took place during a light traffic Covid time. These ideas in the name of creating less traffic are ridiculous just like that bike lane was. Less than 1% of the public commutes by bike and it will remain that way because it is not a feasible means of transportation for people. It should be good enough to just have rapid bus transit on University and leave this small residential area of Arcola Avenue alone. Keeping the yield onto University Blvd going west is also very important for controlling extensive traffic backups on Arcola Avenue. Finally, making the ability to get to and from your neighborhoods off of University Blvd more difficult we know will push traffic on to other residential roads.

So in summary, this is what your Master Plan ultimately says to me.

The Planning Commission is trying to concentrate low income housing and low paying businesses in our part of the County (Southeast) while Rockville, Bethesda, Chevy Chase, Potomac all get nice upscale villages with great restaurants, stores and such and we get cash checked stores, dollar stores, unhealthy fast food, etc. The Planning Commission is proposing this to be in my neighborhood shopping center (Kemp Mill) even though they have not yet developed the Wheaton Urban

District where there is Metro. The Planning Commission plan does not allow for increased car congestion.

By the way, I have to get in my car to drive to downtown Silver Spring, to the Pike and Rose, Bethesda and Rockville Town Center where I can go to restaurants, nice stores, or a safe nice movie theater because there is nothing like that here. If you built it in Wheaton, one could take your future rapid transit to it, if they are not shopping at Costco or Giant, but say going out to lunch or dinner.

Again, I am not saying there aren't great businesses in Wheaton already, I am saying you are not helping them by down scaling the whole area. They would benefit by you making Wheaton more attractive to everyone. You could grandfather in existing, especially longtime businesses with special rent deals and caps while adding a much needed new variety of businesses to the area. Mixed use affordable housing can be nice and can and should be equally spread out amongst the County.

Then everyone wins!

Sincerely,

Julie Caron
Kemp Mill Resident

[REDACTED]

Silver Spring, MD 20902

From: [Aaron Droller](#)
To: [MCP-Chair](#)
Subject: Re: Automatic reply: Written testimony for the University Blvd. Corridor Plan
Date: Monday, February 24, 2025 12:52:34 PM
Attachments: [Montgomery County Planning Board.pdf](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To the Montgomery County Planning Board,

Please see the attached testimony for your review and for the record for the Master Plan Public Hearing on the University Blvd. Corridor Plan Public Hearing scheduled for February 27, 2025. This testimony has my address on it to comport with Planning Board requirements. Please let me know if you have any questions. Thank you.

On Mon, Feb 24, 2025 at 12:38 PM MCP-Chair <mcp-chair@mncppc-mc.org> wrote:

Thank you for contacting the Planning Board Chair's Office. This confirms receipt of your message for distribution to appropriate staff to review. If you have submitted an inquiry, we will respond in a timely manner. You may also leave a voice message at (301) 495-4605 and a staff member will return your call.

IMPORTANT: If you have submitted written testimony for a Planning Board item, please be sure to include your mailing address to satisfy proper noticing requirements. If this was not already included, please reply to this email with that information. Written testimony submitted before the deadline of 12pm, two business days before the scheduled Planning Board meeting, will be distributed to the Board and staff and included in the public record. Written testimony received after the deadline will only be distributed to staff to review.

For more information about the Chair's Office, please visit:
<https://montgomeryplanningboard.org/>

Montgomery County Planning Board

Public Hearing on the
University Boulevard Corridor Plan

February 27, 2025

Testimony of Aaron Droller
Silver Spring, Maryland

Good evening members of the Montgomery Planning Board ("Board") and fellow residents. My name is Aaron Droller and I am a resident of Silver Spring in the South Four Corners neighborhood. Thank you for the opportunity to testify on the proposed Public Hearing Draft of the University Boulevard Corridor Plan ("Plan"). I testify tonight in strong opposition to the Plan.

I appreciate that you and the staff at the Montgomery County Planning Department have worked hard on the Plan, but as a resident of South Four Corners, I oppose it for several reasons. First, the Plan reaches too far into our neighborhood. Given that the District Council is now considering the More Housing N.O.W. Zoning Text Amendments (particularly ZTA 25-02), consideration of the University Boulevard Plan is largely moot regarding proposed zoning changes to housing density in our neighborhood. It is neither appropriate nor equitable for the Four Corners neighborhoods to be subjected to a plan that is different or more intrusive than anything that the Council is considering county-wide. Given that ZTA 25-02 addresses zoning along the University Blvd. corridor, the Plan being discussed tonight should be removed from further consideration at this time.

I also strongly oppose the proposed dedicated bus lanes bus along University Boulevard or Colesville Road. Respectfully, I do not accept the premise of the Planning Department that eliminating a lane for vehicles will entice people to walk, bike, or increase bus use. That is simply not how our community was designed or how people generally live their lives in our neighborhood. Bikes, buses, and walking sound wonderful in theory, but in reality, people need vehicles to get around our suburban neighborhood and to their jobs. We are not a 15-minute community and never will be.

Experience of dedicated bus lanes has been overwhelmingly negative in Montgomery County. Along Georgia Avenue, the bus lanes have made traffic grind to a halt at certain points beyond anything seen before and pushed traffic jams into surrounding streets. This has only gotten worse as federal teleworking policies come to an end. Traffic sits at a standstill while an entire lane is left virtually empty with no buses in sight. The Maryland State Highway

released the complete dataset or study along this corridor. They have only released a very carefully worded two-page summary document without any underlying information to support their claims. And even the SHA admits vehicular traffic is far worse along the road, adding upwards of 20 minutes of commuting time a day for drivers along that road.

Similarly, residents have seen with their own eyes what happened along Old Georgetown Road when a vehicular lane was removed for a bike lane. On any given day of the workweek, the bike lane sits empty while cars idle in traffic in the remaining lanes. Our taxes pay for the entirety of those roads, not 2/3's of the road. The Planning Department has produced no clear in-depth study, data, or analysis to show how vehicular traffic will be improved under this plan, but rather, it misdirects the public with unfounded assumptions about the attractiveness of multi-modal transit to residents.

Further, as noted in the South Four Corners Citizens Association (SFCCA) Resolution regarding the Plan, I am opposed to any effort by the Planning Board to reinsert a "Street Grid" option in any form that will result in extensive traffic cut throughs into our neighborhood to avoid the traffic gridlock you are creating through the Plan. The Planning Department, as a matter of policy, must abandon plans that purposefully induce traffic gridlock that negatively impacts the quality of life for people living along these corridors.

Finally, I oppose the increase in proposed Commercial zoning in our neighborhood. Office vacancy rates and the county's economic climate do not necessitate an increase in commercial spaces. Our neighborhood also does not have the parking infrastructure to support an increase in commercial as envisioned by the Plan. The intrusion of unneeded commercial space into a longstanding residential neighborhood should be rejected by the Board.

Thank you for the opportunity to submit testimony and thank you for your service to Montgomery County.

Aaron Droller

[REDACTED]

Silver Spring, MD 20901

From: [Pesy Hollander](#)
To: [MCP-Chair](#)
Cc: [Tobie Hollander](#)
Subject: University Blvd Corridor Plan
Date: Tuesday, February 25, 2025 11:08:11 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chair Harris,

Thank you for the opportunity to comment on the University Blvd Corridor Plan. It's clear that a lot of hard work and thought was put into this proposal. After reading it over I would like to share some of my concerns, and ask that they be addressed through the open comment process.

At a high level, while I strongly support the development of modern mixed-use neighborhoods with affordable housing, I don't think that the University Blvd Corridor is the right place to do it.

Concerns:

1) General

In general, there are a lot of acronyms used in the Plan, especially with regards to zoning definitions, with no definition/key included. It is unreasonable to expect residents to comment on these proposals without including the necessary definitions. For example, what does 'C-0.25' mean? Independent of any other comments for/against the Plan, I would urge the Committee to republish the document in a new comment period after the Plan has been updated with the necessary references.

2) Traffic

2a) The neighborhoods adjacent to the University Blvd Corridor are surrounded by the beautiful trails of Northwest Branch & Sligo Creek. This makes them reliant on University Blvd for access in/out of those neighborhoods, especially for residents who are commuting to work or going on errands. University is therefore what I'd call an 'artery' road. Unlike the many other Montgomery County mixed-use Town Center areas (eg Rockville, Pike & Rose, etc), which have surrounding arterial roads (Rockville Pike, Randolph, etc) the streets surrounding University Blvd have limited or no other ingress/egress. Therefore implementing any rezoning/redesign proposals that restrict vehicular traffic on University or increase resident density would make it more difficult for current residents to work and live. (A taste of this possible future is currently being experienced by commuters who have had 10+ minutes of commute times added on each direction each day as a result of slower traffic on University during rush hour, following the reduction of 3-lanes to 2-lanes in each direction.) Increased traffic would cause increased pollution from slow-moving cars, and would cause increased frustration to existing and new residents trying to get to/from their homes. If the Plan were to include the development of a new arterial road adjacent to University (or maybe even elevated above University or a tunnel below University), that would resolve this major concern. Alternatively, this proposed Plan would be perfect for application in the Wheaton Triangle area, just adjacent to the current Plan since it already has sufficient arterial roads surrounding

it.

2a.1) Re the comment about a tunnel... yes it's a wild idea, but what about building a traffic tunnel underneath University between Georgia and Colesville Rd, with connecting ramps to Arcola and to the Beltway? Then, much of the proposed Plan could be implemented -- creating a wonderful mixed-use Town Center above, while allowing traffic to flow between Georgia/Arcola & Colesville, below.]

2b) One might say 'but I'm not worried about the issues above, since we plan on *reducing* cars on University Blvd even as we increase the number of residents.' If so, how would car volume reduction be accomplished? While many of the new residents might use public transport, some will also want to be in cars. The only way for the math to work is to motivate a substantial portion of *current* residents to switch from cars to public transport, but no proposals were included that would incentivize that behavior. For example, if a current or new resident will work in DC, how will they commute there in a practical manner? The region's overall mass-transit system (DC Metro) is slow, expensive (\$10+/day), and unreliable (many breakdowns). That foundational system needs to be improved before there's any reasonable hope that more people will switch to use it. Therefore, implementing the University Blvd Corridor Plan as proposed would likely inadvertently achieve the goal of creating lower-income housing, even without building a single new residence, since fewer people will want to live in the area, depressing housing prices.

2c) P103- The Plan proposes replacing Beltway on-ramps with 90-degree intersections to promote pedestrian safety. In my opinion, doing so would increase the risk of accidents since the Beltway merges are already very short (I noticed this when recently teaching my teenagers to drive). If the desire is to convert on-ramps to 90-degree intersections then the following on-ramps to the highway need to be extended for safe merging.

3) Pedestrian Safety

3a) If we assume for the moment that we abandon much of the rezoning and road conversion of University, we absolutely must eliminate vehicular-pedestrian accidents. I fully support this initiative. Some thoughts to consider on this matter:

3b) As noted in the image on page 100 of the Proposal, most of the pedestrian-vehicle accidents have occurred **outside of crosswalks**. I would recommend that the Committee consider what can be done to increase safety **without slowing traffic** to motivate pedestrians to use crosswalks. For example, barriers can be constructed to prevent pedestrians from crossing outside of designated safe crossing areas, but the Plan could also *increase* the number of crossing areas (so the distance between them is less). Higher visibility crossing areas can be added, additional speed cameras to motivate drivers to maintain the posted speed limit, etc. One other idea to consider-- perhaps have a higher speed limit during rush hour and a lower speed limit during the mid-day/night/weekend/etc, when pedestrian traffic is higher.

4) Rezoning

The Plan calls for rezoning religious institutional properties and/or considering them 'historical buildings'. Doing so can limit their ability to freely expand/adjust their properties, which we shouldn't do as a County. Please remove all such references to this in the Plan. In addition, on p43 the Plan calls for conversion of the Shomrei properties to a 'TMD' zone. Why sure why any house of worship should be rezoned to a 'Townhouse Medium Density' zone? If it should be rezoned it should be converted to a zone for a house of worship (not sure what that would

be).

Thanks again for considering my comments.

Best Regards,
Philip Hollander, PE

[REDACTED]

Silver Spring, MD 20902

From: [Sandy Tenenbaum](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor
Date: Wednesday, February 26, 2025 12:32:19 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I am opposed to the proposed changes to University Boulevard. Last summer when an entire lane was dedicated to bikes, the traffic was quite congested and there were rarely any bikes using the lanes. Now that more and more people are going back to their offices, we cannot afford to lose a lane of traffic. I have watched cars constantly ignore the bus lanes, making it difficult to get into the right lane to make a turn at the appropriate spots. I had seen countless reckless drivers speeding and weaving and eliminating a lane will only make it more dangerous to everyone else. We all know, it's never the speeder nor the drunk who gets injured when accidents happen.

I am also opposed to any redevelopment of the Kemp Mill Shopping Center and reducing the speed limits on Arcola Avenue, as well as that on University Boulevard.

I hope you consider the opinions of the residents of our Kemp Mill community when making your decisions. After all, we are the ones who have to live with them.

Thank you,

Sandy Tenenbaum
Hyde Road
Silver Spring, MD 20902

From: [Lisa Straus](#)
To: [MCP-Chair](#)
Subject: Opposition to University Blvd. Corridor Plan
Date: Wednesday, February 26, 2025 8:46:54 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members:

I strongly oppose the University Boulevard Corridor Plan. The Board's lack of transparency and short notice for public review demonstrate disregard for residents' concerns. The proposed rezoning and traffic changes will harm organic community growth and development by making the area less attractive to existing and future residents and businesses. The plan will displace long-term residents, strain local infrastructure, reduce access to community resources and local businesses, and undermine existing neighborhoods. The plan will increase congestion and make travel more burdensome and dangerous for drivers, pedestrians, and emergency responders. The plan also fails to assure that security measures will be implemented to address increased safety concerns associated with greater urban density and public transportation. I urge the Board to postpone approval, allow more public input, and consider market-driven alternatives.

Sincerely,
Lisa Straus

[REDACTED]

Silver Spring, MD 20902

[REDACTED]

From: [Debbie Katz](#)
To: [MCP-Chair](#)
Subject: Thoughts on the Montgomery County University Blvd Corridor Plan
Date: Wednesday, February 26, 2025 10:41:25 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

2/26/2025

Dear Mr. Harris,

We would like to give our thoughts on the proposed plan to alter the University Blvd Corridor and Kemp Mill Shopping Center.

We have been home owners and residents of the Kemp Mill community for 43 years and have enjoyed a stable Jewish community here, with steady growth over the years.

With the current changes to University Boulevard itself, we have **already** experienced increased transit time on University Boulevard due to traffic density and fewer usable lanes. To decrease an already safe speed limit further will compound this problem dramatically, causing worse traffic tie-ups.

With regard to possible changes with rezoning of Kemp Mill Shopping Center, the proposals are outright **alarming**. Kemp Mill Shopping Center is the shopping hub for the Kemp Mill community and specifically the Orthodox Jewish community. If re-zoning will force **any** change to these businesses who serve our community, it will detrimentally affect thousands of people who live in Kemp Mill. Our property values will be affected by changes in zoning in Kemp Mill Shopping Center if the businesses have to leave or change and our quality of life will consequently be diminished.

Please do not follow through on these proposed changes to University Boulevard and Kemp Mill Shopping Center. The risks far outweigh any potential benefits.

Respectfully,

Marc and Debbie Katz

[REDACTED]
Silver Spring, MD 20902

Dear Planning Board,

I am writing to comment on the University Boulevard Corridor Plan that is to be discussed Feb 27 at a Public Hearing. I live in the North Four Corners area of the Plan. I am writing to give my strong support to the Plan.

I have been involved in community discussion about the plan, and have been struck that most people are looking at the plan only as it narrowly affects the neighborhood, and effects in the near future. I have tried to take a bit broader view – how would it affect my fellow Silver Springians, Marylanders, and future generations? That wider lens leads to a positive view of the Plan, and indeed, if one allows only the most narrow view of who gets to comment on the plan (only the homeowners directly affected by proposed upzoning- as has been suggested by some in the community) and then replicates this across the county, you end up with a sclerotic system that robs families and individuals just entering the workforce and trying to move up of hope of living in reasonable proximity to work, in walkable neighborhoods, with decent schools and at an affordable price.

I am originally from California, and that sort of “no changes in the character of my neighborhood” has led to a terrible housing crisis and negative knock-on effects on environment, homelessness, and even whether businesses can afford to operate in California. I think it’s vital for Democratic states and counties to show that they can provide dynamic and affordable communities to their residents (current and future) and businesses.

The timing of the introduction of the well-intentioned Workforce Housing NOW plan is unfortunate. It, like the Attainable Housing Strategy before it, and the not-yet completed plan for Bus Rapid Transit system provide reasons (or excuses) not to move forward with the UBCP, since either 1) it would be “unfair” for height limits to be different in different places (I disagree), and 2) why allow more housing until and unless all the other components (transport, schools, infrastructure) are in place? Of course, folks opposing BRT will say there’s not enough housing/traffic to justify it, etc. – the old chicken and egg problem. The county and planning staff have done a lot of good work on the UBCP, tailoring it to our particular neighborhood, and it should not be sidelined.

One of the best things about the UBCP and other upzoning efforts is that it will be primarily demand driven on the housing side. If demand for new housing is soft, there won’t be much redevelopment. If demand is high, there will be more. I am afraid that with the new Administration, support for both housing subsidies and public transportation will be minimal, and the Maryland state and county coffers will be very lean. So I suspect we will

not be able to count as heavily on public housing subsidies, public transportation or green development. The gradual and demand-driven expansion of housing supply, in a denser, more transit friendly manner via the Corridor plans will be a vital element of efforts to provide a better, greener future for those that don't yet have the housing security others of us do.

Regards,

Isabella Detwiler



Silver Spring MD 20901

From: [Yosef Perlman](#)
To: [MCP-Chair](#)
Cc: [Stephanie Savir](#)
Subject: Kemp Mill planning
Date: Wednesday, February 26, 2025 11:16:46 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I have just moved into this area from Milwaukee, WI. I love the community and the people who live here.

I have seen what happens when you place a project of low-income housing in neighborhoods. The safety deteriorates quickly.

IF THIS WAS THE PLAN OF THE BOARD THEN THEY SHOULD HAVE TOLD US THIS BEFORE THE LAST ELECTION!!!!

I am against this plan, and I speak for the 8 voting members of my house.

Maybe one of the many county parks or the woods could be used for low-income housing???

Also, the cost of living in this neighborhood is beyond their means. If they succeed in life and I hope they do, they will then need to move out of the county to buy a home.

Please do what the local populace wants.

Yosef Perlman

From: [Mayer Samuels](#)
To: [MCP-Chair](#)
Subject: University Blvd corridor plan
Date: Wednesday, February 26, 2025 1:05:31 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I am writing to express my opposition to the proposed University Blvd Corridor Plan. My main concerns are the impacts to traffic and the way of life for those who currently live near the corridor.

I live a little more than 1 mile from University Blvd. in the Kemp Mill neighborhood. University Blvd. is the main street that allows me to access the neighborhood from the Beltway. This is an important corridor for moving traffic and it cannot be narrowed or have its speed limit reduced without causing significant delays to the moving traffic. As it is, the existing bus lane is problematic, especially at the intersection with Arcola. There are a lot of cars that turn right here and the bus lane operations prevents easy flow. Many cars have to do last minute merging in as there is not enough space to have everybody wait in the lane. (This will be exacerbated when Northwood HS reopens.)

I do not want any of the streets in the area to have lower speed limits.

I also have concerns with the change of the zoning. This is not a good corridor for increased density as most of the people will drive. We are not on a Metro corridor, nor will most people take buses if they move into new housing along the corridor. Kemp Mill shopping center should remain a shopping center and not be turned into apartments.

Mayer Samuels



Silver Spring, MD 20902

From: [Adam Mervis](#)
To: [MCP-Chair](#)
Cc: [Aliza Mervis](#)
Subject: Kemp Mill Resident Response to Univ Blvd Corridor Plan
Date: Wednesday, February 26, 2025 3:04:19 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Montgomery County Planning Board,

I am emailing as a Kemp Mill (Wheaton) citizen who is concerned about the University Boulevard Corridor Plan and its potential impact on the Kemp Mill neighborhood, the Kemp Mill Shopping Center, and its current neighborhood character.

I have lived with my wife and four kids in Kemp Mill, first as newlyweds in the Warwick Apartment Building starting in 2010 and then since 2016 in a single family home. During my time in the Warwick, I saw a downturn in the living environment and just in general day-to-day living due to an increase in more low-income housing (e.g., noise, more regular fire alarms being pulled, trash, etc.) I am concerned that the University Boulevard Corridor Plan, if it tries to prioritize more low-income housing by rezoning the Kemp Mill Shopping Center, will have a similar, deleterious effect on the surrounding community and the quality of life.

The pitch of the University Boulevard Corridor Plan, like the existing red bike/bus lanes (seldom ever used outside of the intermittent buses), seems to be largely that cars are bad and other forms of transportation are good, but if many more people are squeezed into this area, Arcola Ave. will become even more traffic laden. Not less.

Also, the plan, besides mentioning area synagogues, completely ignores the number of kosher shopping options - of which there are four - within the existing Kemp Mill Shopping Center that support the nearby Orthodox Jewish community and would be negatively affected if the Shopping Center had to close during the time these Plans were carried out (possibly not to reopen). And, the Plan does not acknowledge the fact (maybe because the Planning Board is not aware) that the Yeshiva of Greater Washington has started plans to greatly expand its campus.

One thought I had...why can't the County buy the Church land opposite the Warwick that is for sale and redevelop that parcel/including some potential low-income apartments/shopping in lieu of rezoning the Kemp Mill Shopping Center. There have been articles (one in the Washington Post) about how that Church used to be vibrant and now has about 100 family member units and is looking to sell.

Please don't move forward with these plans. They may be designed to ensure adequate feeding into the new Northwood HS i.e., adequate number of kids to support all the money the county is spending to knock down and rebuild the school. But please don't do it on the back of the existing residents by upending our lives and what we enjoy about living in Kemp Mill.

In other words, please don't try to fix what's not broken. I love the fact the Shopping Center is

within the community here and the stores that support the Jewish community. It is unique. Other groups, like the Hispanic community in downtown Wheaton have their stores that support Hispanic customs and foods. Let us also retain ours. Don't rezone and change the character of what is here.

Thank you for reading and I hope you reconsider your plans.

Adam Mervis

From: [valerie alas](#)
To: [MCP-Chair](#)
Subject: LEAVE OUR NEIGHBORHOOD ALONE
Date: Wednesday, February 26, 2025 4:00:24 PM
Importance: High

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

FIND ANOTHER PLACE TO PLAY WITH. THE KEMP MILL AREA IS PRIMARILY JEWISH. I DONT THINK YOU WANT TO MESS WITH THEM. LEAVE US ALONE!

Get [Outlook for iOS](#)

From: [Frank G.](#)
To: [MCP-Chair](#)
Subject: University Blvd Plan of Disaster Very Sad
Date: Wednesday, February 26, 2025 4:05:39 PM

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To Chair person:

As a resident Montgomery County (over 50 year resident) and someone who frequently uses University Boulevard and surrounding streets as part of my daily schedule. I'd like to express my concerns with the proposed University Boulevard Corridor plan.

In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the vast majority who drive. This is IMPRACTICAL AND INEQUITABLE.

In particular, I oppose any plan to:

- 1) Make the currently underutilized bus lanes on University Boulevard
- 2) Eliminate designated lanes for right-turning vehicles to turn without a signal
- 3) Make University and Colesville two-lane roads at Four Corners, with no designated turnaround
- 4) Set speed limits along all of University Blvd between Four Corners and Wheaton to 25mph or 30mph

While each of these proposals has issues, the combined effect of all them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life.

Look what happened in White Oak by putting Section 8 housing behind the former Sears building.

I STRONGLY encourage the Planning Board to reconsider the plan to better account for the tens of thousands of taxpaying Montgomery County families who drive on University Boulevard as part of their commute and daily life.

Thank you,

Frank Gittleson

[REDACTED]
Silver Spring, Md 20901

From: [Ryan Costello](#)
To: [MCP-Chair](#)
Subject: Written testimony on University Boulevard plan
Date: Wednesday, February 26, 2025 7:00:34 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Sir or Madam,

Please accept the following as written testimony in favor of the University Boulevard modernization plan, to be considered at the hearing tomorrow.

I was very pleased to review the University Boulevard Corridor Plan, which I think is excellent.

I reached out to those surveying the community early in the process and noted my concerns regarding pedestrian safety along University Boulevard. Specifically, while crossing University Boulevard at Reddie and Sligo Creek Parkway I've had some somewhat close calls with cars running the lights. This includes one time where I was walking my child in a stroller across the street. Traffic is often too fast, sidewalks are too close to the road and sometimes there is little consideration for those trying to cross the street or walk alongside it. Walking right along the narrow sidewalks on University Boulevard - sometimes over ice - has always felt treacherous with traffic so close.

All of this serves to deter the community from walking, biking and other forms of transportation in their own neighborhood.

So I am very pleased to see that there is a plan in place to institute wide sidepaths along with planting strips on University Boulevard, which will greatly benefit cyclists and pedestrians alike. I am also pleased to see a number of other improvements both big and small, like connecting Blueridge to Amherst and ensuring better pedestrian walkways there. I also appreciate the attention to issues including racial justice, mobility for disabled individuals, food security and the environment. I am very enthused for more bicycle access in the area which - outside of Sligo Creek Trail/parkway - has always looked rather daunting and treacherous, even for experienced cyclists.

I note that traffic has hardly been impacted by the bus lanes, and the improvements under consideration still appear to keep the existing format. So, this is all upside in the plan for me, one of the neighbors who will be impacted by the plan.

Sincerely,

Ryan Costello

[REDACTED]
Silver Spring, MD 20902

From: [renee seidemann](#)
To: [MCP-Chair](#)
Subject: University blvd corridor plan
Date: Wednesday, February 26, 2025 7:43:23 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

As a Kemp Mill resident, I am writing in response to the University Corridor plan. There are many things that have not been taken into account that will not enable the this plan to meet its stated goals. I have outlined a few below.

One of the stated goals is to reduce traffic. Not only will this plan lead not lead to a reduction in traffic, it will dramatically increase it. This is even more evident when accounting for the increase in population and the return of federal workers to their offices. There are 2 exits from this neighborhood, one from Arcola to Georgia and one from Arcola to University Blvd. Many in the neighborhood need to drive their children to an from school. Eliminating the right turn lane from Arcola to University Blvd will create a huge back up onto Arcola and will make it very difficult to get from Lamberton Dr onto Arcola. This is what we experienced that last time this was implemented.

The effort to convert the surrounding neighborhoods into those that take public transportation will fail. Many of us have no choice but to drive to work. Personally, I am a homecare therapist and I have to drive throughout the day through the University Blvd area. Moreover, the drop in the speed limit will also only serve to create more traffic for those of us who require driving for our jobs and is unnecessary. Many others cannot afford the time it takes to take a bus and then metro to get to their jobs. The effort to encourage bike lanes has already failed as it did not convert drivers to bikers nor did it encourage more people to take public transportation. The other impediment to more people taking public transportation is the high cost of metro. My husband works in Virginia and the cost of taking public transportation is quadruple the cost to drive.

Another stated goal of the plan is to make the neighborhood self contained and walkable. **It already is.** Everyone walks to the shopping center, religious institutions and bus stops. The shopping center contains almost everything a community needs within walking distance including a supermarket, restaurants, a bakery, a barber, a bank a DMV center and a CVS. Many of these establishment serve the cultural and ethnic needs of the community and if they were eliminated, the cultural needs of a minority could no longer be met.

The current plan is lacking in explanations of how it plans to achieve its other stated goals such as the development of additional employment opportunities within the district which is a cornerstone of the concept of a "self sufficient community".

This plan needs to be revisited and reviewed and the appropriateness of the plan for this area reconsidered. This area is not the place for the development of this type of community and the plan would not meet its stated goals.

Thank you for your consideration,

Renee Seidemann



Kemp Mill Estates

From: [Esther Kaplan](#)
To: [MCP-Chair](#)
Subject: Comment on University Boulevard Corridor Plan
Date: Wednesday, February 26, 2025 10:13:11 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello,

I am writing about the University Boulevard Corridor Plan that is currently being drafted regarding traffic and zoning changes along University Boulevard between Amherst and Colesville Rd. As I am a current resident of Kemp Mill, these changes impact me and my community directly, and I believe they would cause significant harm, without providing actual benefit.

1. Freedom of movement out of Kemp Mill:

Kemp Mill is a beautiful and diverse neighborhood, but the way it's designed means there are limited means of entry and exit to the community. The primary road out is through Arcola Ave to University Blvd.

a. The plan proposes eliminating channelized turn lanes, which would include the channelized right-turn lane from Arcola onto University Blvd, which is heavily utilized by the community. During the bike lane pilot a few years ago, this right-turn lane was closed and the impact was disastrous; traffic at that intersection backed up past Lamberton Dr because the two remaining lanes were insufficient to clear the waiting cars in each traffic light cycle, and emergency vehicles faced significant delays helping Kemp Mill residents because there was no way to go around the line of cars. Therefore removal of channelized turn lanes has been demonstrated to be harmful to residents.

b. This problem will be further exacerbated by narrowing or eliminating travel lanes on University Blvd, as has already been done with the Bus-only lanes, which will increase traffic congestion, and increase the fumes that the plan is intended to reduce, in addition to making the boulevard less safe either by drivers being more aggressive on the road to fight congestion, or by forcing drivers to change lanes more often than they would if the right lane was available.

c. While the plan does propose creating a new access street between the Kemp Mill shopping center and Arcola Towers, which may help open the neighborhood and alleviate some of the traffic, this ultimately seems out of line with the county's stated goal of zero traffic fatalities, as having a through-street going through a shopping center with pedestrians does not seem like a safe proposal.

2. Proposed Rezoning will reduce community diversity

a. The plan proposes rezoning the Kemp Mill shopping center to allow for high-density housing to be developed in addition to the retail space. The shopping center currently houses small businesses (a kosher grocery store and three kosher restaurants) that are crucial to the local Jewish community. If the property owners were to be bought-out by real estate

developers, these small businesses will be forced to close or relocate, and the Kemp Mill Jewish community will no longer have ready access to kosher food. Even if the new high-density housing includes retail space, it is unlikely these small businesses will be able to afford the rent, if they have been able to stay open during construction, resulting in a devastating loss to the local community.

b. The plan also proposes rezoning several religious resources, including several Jewish institutions, Christian churches, and a Buddhist temple. This puts these buildings at the same risk as the shopping center, which will result in loss of the religious diversity Montgomery County currently boasts. Providing historic preservation status for these buildings is inadequate protection, as that makes it difficult for these buildings to make renovations as needed to service their communities.

Chapter 11 of the plan is titled "Racial Equity and Social Justice" so surely it is against the proposed plan's goals to negatively impact the already-diverse communities living here or cause the removal of local minority populations.

Thank you,
Esther Kaplan
Resident of Montgomery County

From: [Jennifer Barenholtz](#)
To: [MCP-Chair](#)
Subject: University Corridor Plan & Redevelopment of Kemp Mill
Date: Thursday, February 27, 2025 1:28:48 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Montgomery County Planning Chair:

I am currently a resident of Kemp Mill and have been for about 2.5 years. I have a masters in Sustainability and have read both the University Corridor Plan for Kemp Mill as well as the potential rezoning plan for the Kemp Mill Shopping area and I am vehemently opposed to both plans. I do not want to see speed corridors, lower speed limits, removing merger lanes, etc..

In addition, a facelift to the kemp mill shopping plaza would be great, but not at the expense of losing our critical anchor stores of the Jewish community in Kemp Mill. I do not want to bring more traffic, more large housing building and more people to this quiet oasis outside of DC.

Please work on a facelift of Wheaton instead and the Glenmont shopping center.

Thank you,
Jennifer Barenholtz
MOCO resident

From: [Matis Kleidman](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan
Date: Thursday, February 27, 2025 9:05:02 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello,

I'm writing to express my objection to the proposed University Boulevard Corridor Plan. As a resident of Kemp Mill Estates, I think it will place a real burden on the ability for my family and me to efficiently commute to and from work, school, daycare, shopping, entertainment, and food. Specifically, as observant Orthodox Jews, we have particular needs for food and schooling that can't be guaranteed to be within this 15 minute walkable zone from our house. My wife works near (but not in) downtown Silver Spring and currently, if she has to take public transport, her commute is almost an hour and half but it's only about 20 minutes by car. Public transit is not a feasible alternative for her. Biking in this climate is also not a reliable way to commute. Sure, if the weather is cooperative then biking is okay but in Maryland we all know that half the time it's sweltering, freezing, raining, or icy.

One of my other major objections is measuring success. For example, last year bike and bus lanes were installed on University between Wheaton and Dennis. I drive that road every single day at least twice. I have seen two bikes the entire year. TWO. That is not a successful program at all. Was that measured in any way? Have you measured increased bike adoption along that road at all? There are thousands of cars driving on that road every day. It's not worth cutting one of the lanes there for a handful of bikes. Not to mention the fact that there is no policing of the bus/bike lane. I see dozens of cars driving in that lane every day. All that lane does is punish drivers who follow the rules of the road. Is that measured in any way or did the county just put the lanes in and pat themselves on the back? How are you planning on measuring the success of any part of this UBCP? I have no confidence whatsoever in its success.

Please do not adopt the ill-conceived UBCP. At least not in its current form.

Thanks,

Matis Kleidman

From: [MichelleK Gross](#)
To: [Coello, Catherine](#)
Cc: [MCP-Chair](#)
Subject: #64 remove from Re: UBC Public Hearing 2/27/25 - Meeting Info Please Read
Date: Thursday, February 27, 2025 9:01:13 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Greetings.

You may remove my name from the list of testifiers:
64 Michelle Gross* Individual

Last night you wrote:

If you have submitted written testimony, please be aware that the Board has reviewed your comments, and you do not need to repeat those remarks.

Indeed, I have already submitted written testimony.

From: MichelleK Gross <michellekgross@gmail.com>

Date: Tue, Feb 11, 2025, 6:08 PM

Subject: Retain the current zoning for Kemp Mill 20902 and org chart?

To: <mcp-chair@mncppc-mc.org>

PLEASE ADD TO THE RECORD these revised comments:

The Plan doesn't contain a metric for assessing walkability. There is no baseline score nor a description of current walkability and the barriers to expanding that walkability: snow that obstructs roads and sidewalks, rotting or obstructed pedestrian bridges, flooding and drainage, and closures for shooting deer.

One baseline measure might be a percent of residents (and their visitors) who walk, roll, or bike as customers, teachers, business-owners students, worshippers, and employees to the schools (YGW and the Autism Center), stores, general healthcare (Dentists and GPs), Cornerstone and its day program (sponsored by Montgomery County and Maryland State Medicaid), restaurants, and houses of worship (YGW, YISE, Centro Evangélico). The Plan has no indicator of disabled residents using MetroAccess services or whose disability would permit them do so so. The households at my address are residents who live two blocks from the Kemp Mill Shopping Center and make at least twice-daily use of its offerings.

**** In truth, the main barrier to walkability has been Montgomery County: Even when residents have cleared their Univ Blvd sidewalks, the County seems to lack the will and equipment to clear the sidewalks on University Blvd. These border Sligo Creek Parkway on one side. The other side of the snow-filled sidewalk on University Blvd. borders the drainage area for the rainwater that traverses under University Blvd, as it comes underground from the springs and drainage of Kemp Mill Shopping Center.**

Montgomery County has also roped off the wooden bridge on the trail behind the Kemp Mill Shopping Center, which connects Kemp Mill to the Parkway subdivision at Nicholas and Ladd streets.

The path from University that abuts the Mission First/HTAA development formerly connected Reedy from University Blvd. as a shortcut so that people could more easily walk or bike to the Wheaton Metro.

The Plan doesn't address the deer population nor the annual nightly sharpshooter period, which currently (Feb-Mar, 2025) prevents anyone from using the paths behind the Kemp Mill Shopping Center at night and in the evening after dusk.

Street: Bybee

Mail: [REDACTED] Wheaton, MD 20915

--- EOT
thank you.

From: [Heather Deacon](#)
To: [MCP-Chair](#); [McVary, Jessica](#)
Cc: [Matthew Gordon](#)
Subject: Feb 27, 2025 University Boulevard Corridor Plan Public Hearing, National Capital Presbytery's Written Testimony in Support of the Public Hearing Draft
Date: Thursday, February 27, 2025 10:08:07 AM
Attachments: [image001.png](#)
[National Capital Presbytery Written Testimony 2.27.25 University Blvd Corridor Plan Public Hearing.pdf](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chair Harris and Board Members,

On behalf of the National Capital Presbytery, owner of the Northwood Presbyterian Church property located at 1200 University Boulevard West, please accept the attached written testimony in support of the University Boulevard Corridor Plan Public Hearing Draft. If you have any additional questions or comments, please do not hesitate to contact me. Thank you for your attention and work on this important project.

Sincerely,

Heather Deacon
Senior Director of Finance & Operations



hdeacon@thepresbytery.org

www.thepresbytery.org





February 27, 2025

Via Email – MCP-chair@mncppc-mc.org

Mr. Artie Harris, Chair
And Members of the Planning Board
Montgomery County Planning Board
2425 Reedie Drive, 14th Floor
Wheaton, Maryland 20902

Re: *February 27, 2025, University Boulevard Corridor Plan Public Hearing; National Capital Presbytery's Written Testimony in Support of the Public Hearing Draft*

Dear Chair Harris and Board Members:

On behalf of the National Capital Presbytery ("NCP"), owner of the Northwood Presbyterian Church property located at 1200 University Boulevard West (the "Property"), please accept this written testimony in support of the University Boulevard Corridor Plan Public Hearing Draft (the "Master Plan"). While the Property has served NCP and its affiliates faith-based objectives well over the past several decades, NCP welcomed the opportunity to work alongside M-NCPPC staff to identify more flexible land use and zoning recommendations for the Property as the local congregation's use of the Property has changed significantly in recent years.

Given the changes experienced by the local congregation (including diminishing membership), NPC continues to evaluate alternative land use strategies for the Property that will advance NCP's mission. In this respect, NPC fully supports the Master Plan recommendation to rezone the Property "from the R-60 Zone to the CRT 1.5 C-0.25 R-1.5 H-70 Zone, as shown in Figures 28 and 29, to promote new infill development and to further the Plan's public benefits." See Master Plan, p. 46. This recommendation will provide NPC with the opportunity to coordinate with others to deliver infill housing (including regulated affordable units in the form of MPDUs) with frontage improvements that enhance pedestrian accessibility along and through the Property.

While we support the Master Plan recommendations for the Property, we are identifying one suggested, minor clarification to the urban design recommendations on page 48 of the Master Plan. More specifically, the Master Plan recommends exploration of "mixed-use development at 1200 and 1106 University Boulevard West." NPC intends to explore the option of maintaining a

Strengthening & Transforming Our Congregations

6700 A Rockledge Drive – Suite 250 – Bethesda – MD – 20817 – Tel: 240-514-5348

www.thepresbytery.org

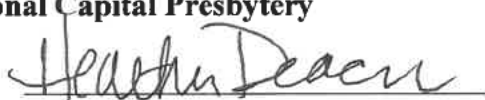
faith-based presence or other community-oriented institutional use (a mixed-use project) as part of redevelopment, but it is important that there be sufficient flexibility for an exclusively residential redevelopment of the Property. As a result, it is our recommendation that the Master Plan acknowledge that a future redevelopment with 100% residential uses is also permissible.

We appreciate your time and consideration reviewing our written testimony. We look forward to the opportunity to continue to coordinate with M-NCPPC and other stakeholders to implement the vision and goals of the Master Plan through a redevelopment of the Property.

Very truly yours,

National Capital Presbytery

By:

A handwritten signature in dark ink, appearing to read "Heather Deacon", written over a horizontal line.

Heather Deacon

Senior Director of Finance & Operations
Corporation Treasurer

cc: Jessica McVary

From: [Jose Tenenbaum](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan
Date: Thursday, February 27, 2025 11:00:50 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To: Planning Department Chair Artie Harris,

This email is to register my complete opposition to the Draft University Boulevard Corridor Plan as presented on the montgomeryplanning.org website. It is completely antithetical to the needs of both the residents within and near the boundaries as shown on the map.

Bike lane comments:

The reduction of available traffic lanes for the fantasy of bike rapid transit is an insult to the hardworking people of Montgomery county. The planning commission should immediately stop the current process and start over with a real research and evidence based process. That the current process touts that it sent over 6,000 questionnaires and received 166 responses is telling of a flawed process. Any plan that uses a 0.0276666666667% response rate as part of its formulation is definitionally flawed. In addition the plan does not include any reference to evidence that either pedestrian or bike lanes would actually be utilized to any meaningful degree. I requested information from over 25 other people who travel extensively within the United States and asked if they had personally observed any meaningful utilization of bike lanes for commuting purposes. Exactly none of them had personally observed meaningful bike lane utilization. The plan also does not address the additional congestion that will be created during inclement weather by permanently reducing the amount of motor vehicle traffic lanes.

High density zoning comments:

It is sad that the lower income areas of Montgomery county are continuing to be abused to the benefit of the higher income areas. A currently active and thriving set of shopping areas and residential neighborhoods will be destroyed. It is clear that a better place for high density zoning and affordable housing is the former site of White Flint Mall (WFM). WFM is currently a demolition zone with no development, that is close to rapid transit and metro rail service. It is clear that the planners are happy to abuse the residents of the University Boulevard Corridor in order to avoid any sort of political fight with the wealthier residents of the White Flint/North Bethesda region.

I will again state my complete opposition to the Draft University Boulevard Corridor Plan.

Thank you for receiving these comments,

Jose Tenenbaum

From: [Eli Cohen](#)
To: [MCP-Chair](#)
Subject: Do not implement The Plan -- Kemp Mill resident
Date: Thursday, February 27, 2025 11:46:53 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I am a resident of Kemp Mill and I am urging you to not move forward with the University Blvd corridor plan. I see a lot of downside for me and other residents like me.

All the traffic changes, including reducing speed limits, eliminating merges, and implementing bus lanes (which has already been done) will make it more difficult to get into and out of Kemp Mill in a timely manner. My family consists of two working parents and several school age children who attend a local Jewish school. Students commute to school primarily via carpools, and I drive to work in Columbia. By car my commute to Columbia isn't bad, but it's not accessible via public transportation in a practical way. Reducing speed limits and the other intended changes will increase my commute time and congestion on the roads, and therefore reduce my quality of life. I'm already busy between work and kids and the last thing I need is to introduce more time constraints and the stress and aggravation that comes with it.

I don't see an upside to all of that except to a small minority of individuals who commute by bike (limited to healthy individuals traveling alone, without much cargo, and in good weather) or to locations easily accessible by public transportation. Traveling even nearby by bus can extend the travel time drastically depending on the bus schedule and all the uncertainties that come along with it.

I can speak on behalf of many of my peers in Kemp Mill who are in similar life situations - please do not go through with this plan. By all means go expand the area covered by public transportation, increase the number and frequency of busses and take whatever other measures to improve the public transport experience for those who can use it, but increasing inconveniences related to commuting privately is not the answer.

Thank you for your efforts on our behalf.

From: [Patricia Ilgenfritz](#)
To: [MCP-Chair](#)
Cc: [Sartori, Jason](#); [Kronenberg, Robert](#); [Sanders, Carrie](#); [McVary, Jessica](#); jay.shepherd@hocmc.org; dager@townscapedesign.com; [Matthew Gordon](#)
Subject: February 27, 2025, University Boulevard Corridor Plan Public Hearing; Housing Opportunities Commission of Montgomery County Written Testimony
Date: Thursday, February 27, 2025 12:15:24 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[Letter to Planning Board \(2-27-25\) \(00789242xD8665\).pdf](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chair Harris and Board Members, attached please find written comments on behalf of HOC. Thank you.



Patricia Ilgenfritz | Administrative Assistant

pilgenfritz@sgrwlaw.com

Direct: [301-634-3152](tel:301-634-3152) | Office: [301-986-9600](tel:301-986-9600)



Selzer Gurvitch Rabin Wertheimer & Polott, P.C.

4416 East West Highway, Suite 400, Bethesda, MD 20814

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Matthew M. Gordon, Esquire
mgordon@sgrwlaw.com
Direct Dial: 301-634-3150

February 27, 2025

Via Email – MCP-chair@mncppc-mc.org

Mr. Artie Harris, Chair

And Members of the Planning Board
Montgomery County Planning Board
2425 Reedie Drive, 14th Floor
Wheaton, Maryland 20902

Re: *February 27, 2025, University Boulevard Corridor Plan Public Hearing*; Housing Opportunities Commission of Montgomery County (“HOC”) Written Testimony

Dear Chair Harris and Board Members:

We are submitting these written comments on behalf of HOC, the owner of the following three (3) properties subject to the University Boulevard Corridor Plan (the “Master Plan”): (i) Arcola Towers located at 1135 University Boulevard West.; (ii) Pomander Court located at 1620 University Boulevard West; and (iii) the Oaks at Four Corners senior community located at 321 University Boulevard West. HOC has engaged with M-NCPPC staff over the past year in a collaborative fashion and is generally in support of the Master Plan. HOC fully supports the recommended zoning for Arcola Towers, Pomander Court, and the Oaks at Four Corners as these recommendations support HOC’s mission to deliver infill mixed-income housing (i.e., redevelopment with a minimum of 30% regulated affordable housing). HOC offers two (2) comments with suggested changes to the urban design recommendations for Arcola Towers and the Oaks at Four Corners as described in greater detail below.

Arcola Towers – *Conversion of Existing Private Access Road from University Blvd. West*

By way of background and as illustrated below, Arcola Towers is encumbered by an 80’-wide easement for ingress and egress that allows for vehicular access to University Boulevard West. A private driveway, approximately 25’ wide, is improved in this easement area and runs through the neighboring University Towers and Warwick Apartment properties (the “Private Driveway”).

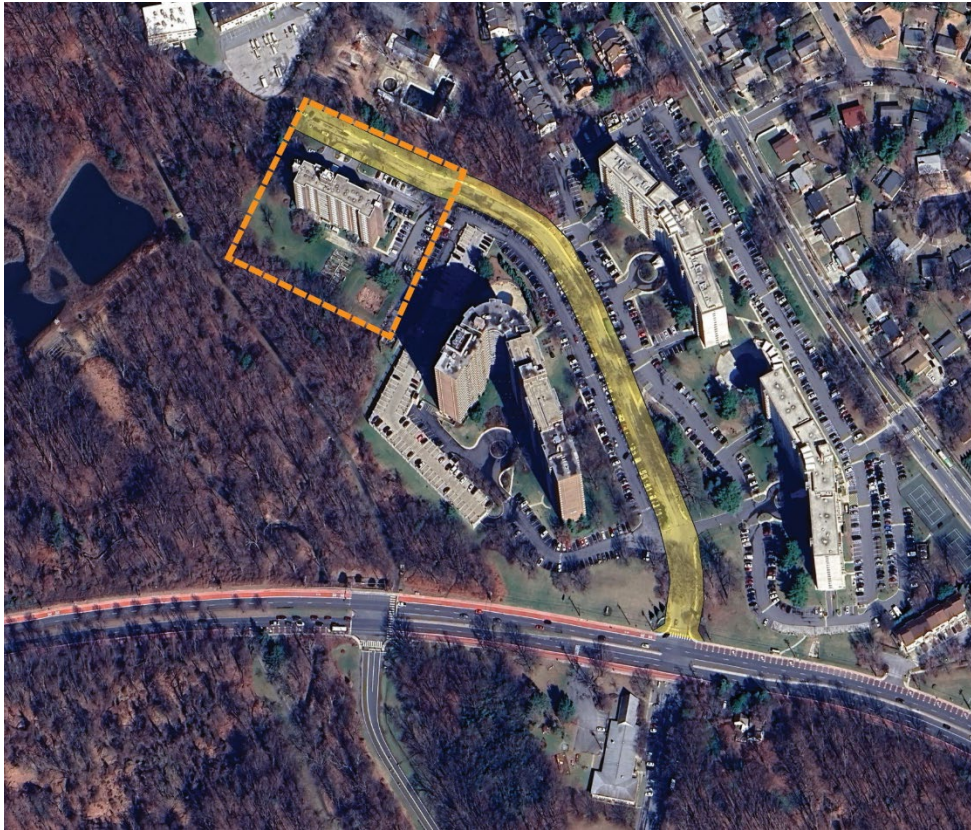
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Selzer Gurvitch Rabin Wertheimer & Polott, P.C.

4416 East West Highway • Fourth Floor • Bethesda, MD 20814-4568 Phone:

(301) 986-9600 • Fax: (301) 986-1301 • Toll Free: (888) 986-9600

www.selzergurvitch.com



While HOC fully supports the Master Plan recommendation to “improve and extend the existing access road ... as a pedestrian friendly street with street-facing buildings and enhanced streetscape ...”, it has concerns that obligating Arcola Towers to both: (a) dedicate 75’ of the existing Private Driveway easement area to public use as a Town Center street; and (b) bear 100% of the costs of upgrading this Private Driveway to Town Center street standards along its frontage, will compromise the viability of creating additional infill, regulated affordable housing at Arcola Towers. Based on the Master Plan graphic copied below, HOC would bear 100% of the obligation to dedicate and construct the new Town Center Street, but the abutting property to the north that would benefit from these improvements, has no obligation to participate in creating this road infrastructure. Ordinarily, where a proposed road has properties that abut the road on both sides of the street, each property owner is responsible for their portion of the street (i.e., they make improvements to the centerline of the street). There needs to be a fair balance between the goal of encouraging mixed-income housing (30% regulated affordable housing) and improvements to street infrastructure, and a recognition that all property owners that benefit from this upgraded street infrastructure should participate as part of the development review process.



As a result, HOC respectfully requests that page 45 Master Plan be revised to include the following language (new language in bold and underline):

- Improve and extend the existing access road from University Boulevard West through University Towers as a pedestrian friendly street with street-facing buildings and enhanced streetscape that connects with new internal streets in the redeveloped shopping center cluster, to provide an alternative vehicular connection north and east of Arcola Avenue. **At the time of development applications, the ultimate alignment and right-of-way should be evaluated to ensure that the obligation to dedicate and improve this upgraded road is shared proportionally by property owners on both the north and south side of the improved street.**

Absent this revision and if HOC is expected to bear 100% of the responsibility and cost for this upgraded road along its frontage, the cost is so substantial that it will interfere with its ability to achieve its mission to construct additional mixed-income housing at Arcola Towers. In addition to the foregoing comment, we also suggest that the Master Plan recommended road can be accommodated within 65 to 70 feet of right-of-way, and **respectfully request that language be added to page 95 of the Master Plan acknowledging the need for flexibility at the time of development application such that the road section can be reduced to 65 or 70 feet if an applicant demonstrates that the mobility intent of the Master Plan is satisfied.**

The Oaks at Four Corners – Fee-in-lieu of providing on-site open space as part of redevelopment

HOC appreciates the Master Plan’s creative approach to addressing open space at this property given its proximity to North Four Corners local park (as illustrated below) and supports the recommendation that “redevelopment on the HOC property must provide a financial contribution for park improvements in or near the Plan area at the time of redevelopment in lieu of on-site open space.” See page 58.

Figure 45: Urban Design North Four Corners



HOC supports the concept of improving connectivity between its property and the neighboring park and believes that a financial contribution toward park improvements at North Four Corners local park will result in a positive outcome for HOC residents and the surrounding community. In consultation with M-NCPPC staff and in recognition of HOC’s mission to deliver increased regulated affordable housing, we respectfully request that language be added to page 58 acknowledging the need to factor into any future fee-in-lieu, the extent of affordable housing provided by HOC through redevelopment. Additionally, HOC requests that the extent of any on-site area used to improve connectivity, that is made publicly accessible, be factored into any financial contribution. HOC requests that page 58 of the Master Plan be revised to include the following language (new language in bold and underline):

University Boulevard Corridor Master Plan Public Hearing

February 27, 2025

Page 5

- Redevelopment on the HOC property must provide a financial contribution for park improvements in or near the Plan area at the time of redevelopment in lieu of on-site open space. **Any financial contribution calculated under Section 59-6.3.6.C of the Zoning Ordinance should be reduced by the percentage of MPDUs or other regulated affordable housing that is exempt from development impact taxes.** In addition to the contribution, redevelopment should improve connections to and engage North Four Corners Local Park. **To the extent that the redevelopment makes any upgraded connection on-site publicly accessible, the area of the connection on-site may be factored into the financial contribution.**

We thank you for your time and consideration reviewing these written comments and are very encouraged by the Master Plan.

Very truly yours,

**Selzer Gurvitch Rabin Wertheimer
& Polott, P.C.**

Matthew M. Gordon

By:

Matthew M. Gordon

cc: Jason Sartori
Robert Kronenberg
Carrie Sanders
Jessica McVary
Jay Shepherd
David Ager

From: [Aliza Blumenfeld](#)
Subject: Opposition to the University Blvd Corridor Plan and Housing N.O.W.
Date: Thursday, February 27, 2025 2:28:45 PM
Importance: High

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello,

My name is Aliza Blumenfeld, and I live in the Kemp Mill community of Silver Spring with my husband and three children. I am writing because I'm very concerned about the Housing NOW package and the zoning changes to our community and roads that are proposed in the University Blvd Corridor Plan and other county planning documents, which all appear intertwined and point to the same end goal. The "15-minute living" concept may be wonderful if it were done from the ground up, but changing an existing community to this extent has the potential to inexorably harm residents who presently rely on the infrastructure as it currently exists in order to live their daily lives.

We need these roads as is for vehicular traffic. Community members need to have a functional road when they go to or take their family members/children to school, shopping, doctor/specialists, or any other other services and amenities that don't currently exist within our immediate community. Many families, such as mine, need to drive their kids to religious schools outside of our community (and government supported busing was discontinued after years of service) and have jobs that are not easily accessible or remotely convenient by public transit, which interferes with a family's ability to have a stable and healthy work/life balance.

A large number of families who would be confined by these road changes live a mile or more from transit stops. Weather is variable, making walking to transit stops unsafe, especially the sick, old, and very young. Many residents have limitations that would inhibit their ability to access public transit. The added commute time or difficulty bringing groceries or other goods home would make using transit impractical, at best, and impossible in many cases. The effects on our community would be detrimental to their welfare and quality of life.

If a 15-minute city were built from scratch, prospective residents could assess what resources would be needed to accomplish this goal and decide if they want to participate. I feel like we are not being given a choice. I don't want these changes. I'm worried about all of the small businesses that we love being harmed when developers have the opportunities given to them with the new proposed zoning and raise the cost of doing business, which would result in those businesses either passing the cost onto consumers (us) or or having to close altogether and perhaps move to a more affordable location, which would be counterproductive to the proposed plan and make basic necessities even further out of reach for residents. I am worried about the community becoming overcrowded, traffic being worse, emergency services less accessible, and resources being strained.

I plan to attend the planning board hearing tomorrow and have signed up to speak and voice my concerns. I am sad that I have to miss the Housing NOW meeting, which was inconveniently scheduled on the same day. I think it would be valuable for community members to have the opportunity to hear everything the county plans and provide feedback,

because this impacts our lives, our homes, our streets, our communities, our small vibrant, essential, and unique businesses, and so many other intangible aspects that we all love and hold dear. I hope that future meetings will be held on separate days to better serve the community.

I thank you for taking the time to read my concerns and hope you will either decide not to implement this plan moving forward or modify it to better suit the needs and interests of our community. I look forward to hearing from you and appreciate the opportunity to interact with my duly elected officials who are chosen to represent me.

Thank you!

--

Aliza Blumenfeld

From: [Fox Family](#)
To: [MCP-Chair](#)
Subject: opposition to university corridor plan
Date: Thursday, February 27, 2025 2:45:53 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

hi as a mother i would like to oppose this plan this will cause aggravation and traffic for families
how will people with large families transport their children to doctors appointments?

From: [Eli Cohen](#)
To: [MCP-Chair](#)
Subject: Do not implement The Plan -- Ohr Hatorah synagogue
Date: Thursday, February 27, 2025 3:02:17 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I represent Ohr Hatorah, a synagogue in Kemp Mill, and I am urging you not to implement the University Blvd corridor plan.

We have well over 100 member families, the vast majority of whom live in Kemp Mill. Our lifestyle is very family-centric. Our membership consists mainly of families with working parents and an estimated average of 4 children. Traveling to work and school (via carpools) in a timely manner is paramount, and slowing the speed limits and increasing congestion (due to traffic changes and to high density housing) will make it all the more difficult and unpleasant.

Ohr Hatorah has enjoyed steady growth over the 10+ years since it has been established, largely due to new families moving into Kemp Mill. I'm concerned that the success of our synagogue will be negatively affected by the proposed changes. The traffic changes and high density housing will increase congestion on the roads and make it more difficult and unpleasant for families to maintain their busy schedules when traffic is slowed. Public transportation is not a solution, since bus schedules can be slow and unreliable (even with dedicated lanes), not fit in a tight schedule, not reach the needed destination, and not practical for small children or grocery shopping for a family. Biking is certainly not a solution. I am concerned that Kemp Mill will not be appealing to families for that reason and our synagogue's growth will be adversely affected.

Additionally, if Kemp Mill shopping center undergoes significant changes as indicated in The Plan, the businesses there could be adversely affected. Kemp Mill shopping center is home to several locally owned small businesses that serve the Jewish community in Kemp Mill and the surrounding areas. Major changes always have the potential to cause unintended undesirable outcomes. If business were disrupted for these small businesses there's a significant risk that they wouldn't make it through. In fact two such businesses failed in recent years due in part to disruptions caused by COVID. Please ensure the continued support of the locally owned and operated small businesses that serve the Jewish community in Kemp Mill shopping center.

Thank you for your efforts on our behalf.

Thanks
Eli Cohen
President, Ohr HaTorah

From: [MCP-Chair](#)
To: [MCP-Chair](#)
Subject: FW: UBC Plan
Date: Thursday, February 27, 2025 3:31:58 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good afternoon, I was told by Zubin to email you directly by Feb 27th and I would like my testimony to remain anonymous. I currently live in a household of five in the Woodmoor community and all five of us are against the University Boulevard Corridor plan. Please mark us down for five objections. I myself am a teacher and my husband is a police officer. Together we were able to afford housing in the Woodmoor community so stating that workers like ourselves cannot afford housing in Montgomery County is completely false. With skyrocketing taxes and this current plan, we would be priced out of our own house. The Woodmoor neighborhood is a quintessential American dream, unique homes equipped with front yards and backyards which allow for gardens and trees. Allowing upsizing and rezoning would destroy its very premise and existence. Montgomery County is already overpopulated and the traffic is overcrowded. People do not want to take public transportation. People want to have luxuries like private cars. If you take away lanes on University Boulevard it would only cause more congestion which would result in congestion pricing times, like what happened in New York City. People do not want to live in apartment complexes. They want to live in residential homes in neighborhoods. Please do not move forward with the University Boulevard Corridor plan. Please put a complete stop to this plan. Please do not destroy our neighborhood and surrounding neighborhoods. Please understand how many families you would be hurting by moving forward with this plan. Thank you.

From: larry@jaffeworld.net
To: [MCP-Chair](#)
Subject: exhibit for tonight's meeting
Date: Thursday, February 27, 2025 4:26:26 PM
Attachments: [Jaffe - UBC Oppose.pdf](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hi,

Sorry for the late submission If you could, please put my slides up when I testify. I'm number 83 on the schedule.

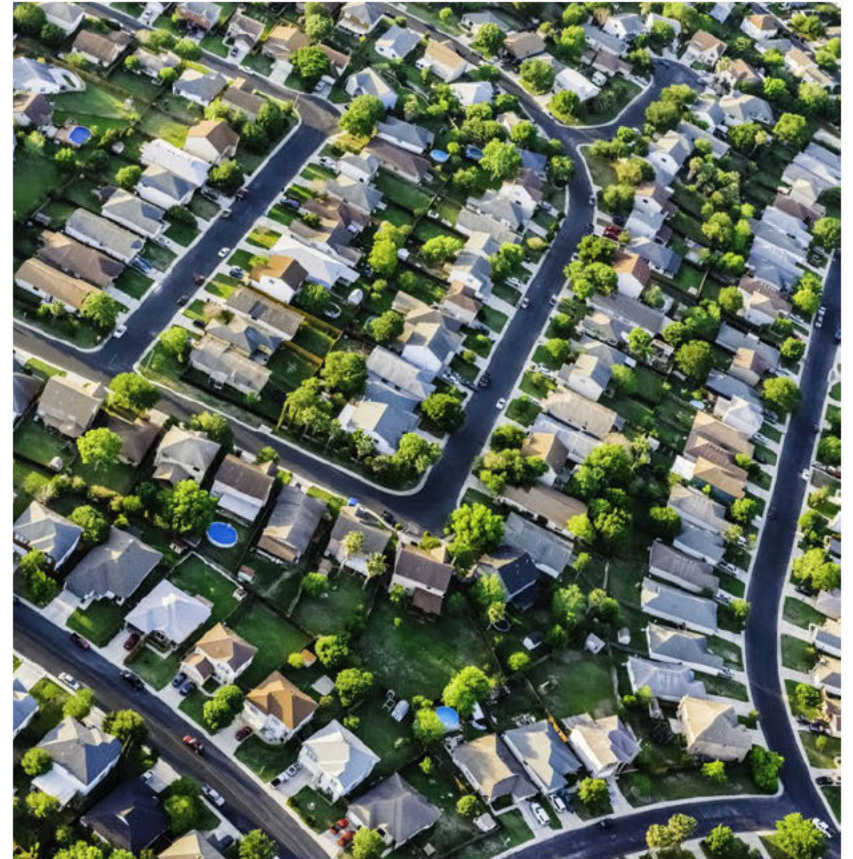
Respectfully,

Larry Jaffe



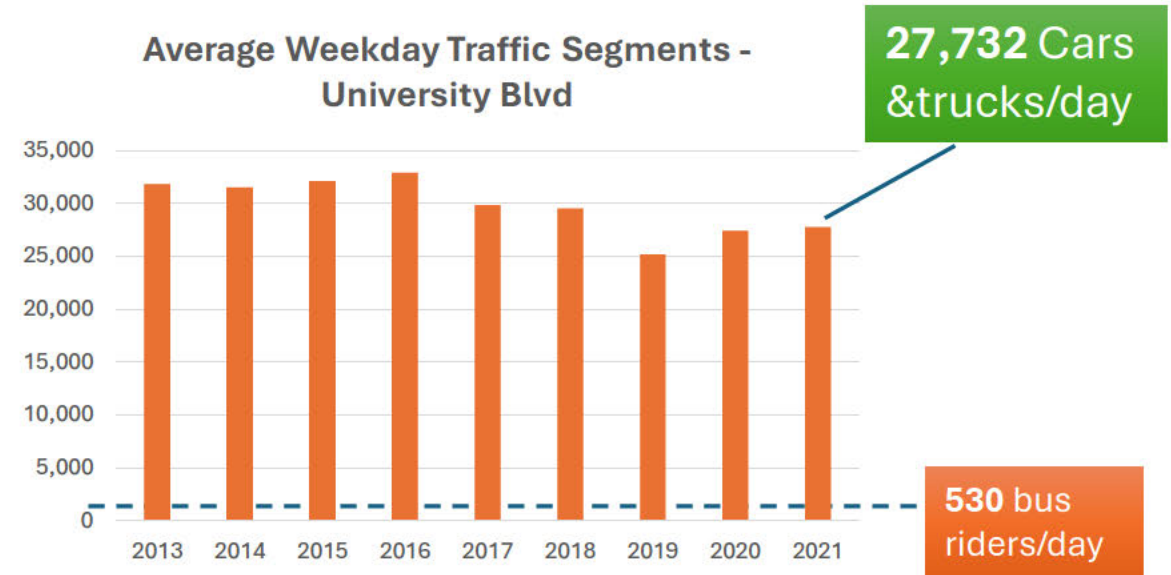
Oppose UBC – Zoning Problems

- **Traffic and Parking:** Increased population density leads to more vehicles resulting in congestion and limited parking availability, creating tension for residents.
- **Utility and Service Demands:** More residents put pressure on existing water, sewer, and power systems, potentially requiring costly upgrades.
- **Loss of Neighborhood Identity:** Established suburbs have a distinct, lower-density character. New, taller buildings or a shift in architectural style may clash with existing aesthetics, potentially undermining the community's identity.
- **Quality of Life:** The transition to a denser environment can lead to concerns about noise, privacy, and overall quality of life, particularly for long-term residents accustomed to quieter surroundings.
- **Economic Concerns:** Denser developments alter market dynamics in ways that benefit new, often more expensive housing over existing stock.



Oppose UBC – Bus lanes unsafe & counterproductive

- **Bus lanes are unsafe:** Drivers use bus lanes to speed past congested traffic causing accidents and near misses at intersections.
- **Bus lanes are counterproductive:** Bus lanes inconvenience tens of thousands of daily drivers to benefit only a few hundred daily bus riders.



Car/truck usage source: [MDOT SHA Annual Average Daily Traffic \(AADT\) Segments | Maryland's GIS Data Catalog](#)

Bus ridership source: <https://www.wmata.com/initiatives/ridership-porta>

Bus passengers include entire daily ridership of C2 & C4 lines at the peak month (May '24) from the past 7 years.

From: [Reuven Rosen](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor PLa
Date: Thursday, February 27, 2025 5:04:20 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Mr Chairperson,

I recently heard about the plans to expand housing in the Lamberton shopping center and to change speed limits and add speed cameras to University. I have considered moving out of the area several times because of the overcrowding and the congestion on Arcola and University which are the only ways to get to destinations from my house. I feel that this plan will make the situation much worse and is not for the benefit of the community. Additionally, as part of one of the Jewish ethnic group, this plan is very concerning because in the shopping center that is being targeted we have the only Jewish supermarket out of Baltimore and 3 Kosher restaurants. Those businesses will not be able to survive if they need to move locations which will eliminate the resources that we need to keep going for our ethnic group. Please consider these points when deciding on this plan.

Thank you,
Reuven

From: [Ozzie Burnham](#)
To: [MCP-Chair](#)
Subject: Redevelopment plan in the Arcola Ave District
Date: Thursday, February 27, 2025 5:06:33 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To whom it may concern,

I'm part of the Jewish community in the Arcola area and all the institutions our family and the rest of the community rely on are strictly in this area.

I moved into this community 16 years ago for this very reason.

My wife and I are MOST concerned about the proposed changes. Our community was slowly built for over 75 years to be what it is today and we're horrified at the thought that this might be disrupted by proposed changes.

We BEG you to please very carefully study how the proposed changes would impact this community that has developed, grown, and thrived to be the largest traditional Jewish community in the DC Metro area.

Many thanks for your consideration.

Warmly



photo



Ozzie Burnham
Principal, Modern Environments

☐ [REDACTED] ☐ [REDACTED] ☐ [REDACTED]

☐ [REDACTED]

☐ [REDACTED] [Chesapeake, VA 23320](#)



From: [seth o](#)
To: [MCP-Chair](#)
Subject: comments on the proposed University Boulevard Corridor Plan
Date: Thursday, February 27, 2025 5:45:49 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear mcp-chair,

I recently found out from the Kemp Mill list server about the proposed University Boulevard Corridor Plan. I am very concerned that redeveloping Arcola avenue and the Kemp Mill Shopping center will adversely affect the quality of life for my community. Right now the existing amount of traffic that passes through Arcola is not safe for pedestrians. With the increased development that is being proposed it will only bring more traffic making it more dangerous for the many adults and children that walk around here. The area around the Kemp Mill Shopping center has a large Orthodox Jewish community located around it. Once a week every Shabbat (Saturday) a large part of the local community is walking to one of the synagogues located in proximity to the existing shopping center. Increased traffic will degrade the quality of life for the community as well as making it more dangerous to be a pedestrian.

Also the Kemp Mill shopping center contains a Kosher supermarket and two Kosher restaurants. The Orthodox community is very dependent on these establishments as there are dietary laws that the community follows. Closing these establishments down in order to transform the shopping center will cause a major hardship for the community.

From what I've seen in the 150 page document of the proposed University Boulevard Corridor Plan, the needs of this community have not been given proper attention.

Sincerely,

Seth Ornstein
Sabina Radin

From: [keren_belay](#)
To: [MCP-Chair](#)
Subject: UBC Plan
Date: Thursday, February 27, 2025 5:46:03 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chairperson,

I am unequivocally opposed to the University Boulevard Corridor Plan as it is written.

It promises to disrupt life to the residents of Kemp Mill in a way that will force us to leave this neighborhood.

You have proposed a plan and have not solicited public input on such an important matter.

The impact on the Jewish community here will be devastating. You propose to eliminate the Kemp Mill shopping center which provides most of the kosher infrastructure for this community—in easy walking distance—by the way. There are no less than four kosher establishments there that service the neighborhood and the multi-family dwellings of the high-rise apartments on Arcola Avenue.

Other negative impacts will be the slowing of traffic, and hence congestion and pollution.

You will destroy a neighborhood that served as home for a cultural minority that has been here for well over a half a century.

I ask that you revoke this plan and seek input from the stakeholders before you destroy our homes and neighborhood.

Sincerely,

Keren Belay



Sent from my iPhone

From: [fay kasser](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plan
Date: Thursday, February 27, 2025 5:46:05 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Mr. Harris,

I am a 75 year old resident of the Kemp Mill neighborhood. I am also an orthodox jew and I only eat kosher food. There is only one kosher supermarket in Silver Spring and it is located in the Kemp Mill Shopping Center. There are three other kosher establishments there as well. The proximity of these stores to my home are absolutely necessary to my life. I shop once a week and occasionally use the bakery, pizza store and the Chinese restaurant. Truly, I am too old to be driving to Baltimore on a regular basis to buy food or just go out to eat. That is the closest place to get kosher food and also go out occasionally. These stores will not survive construction above or around them. They will have to close. The entire community uses them, Jewish and non-Jewish.

There are many seniors living in the close by apartments that also need kosher food and even walk to the shopping center. For us, there is no alternative but to go to Baltimore or Rockville if these stores close. That is more driving than many seniors want to do, or can safely do.

Montgomery County is very large. Surely, you do not need to destroy an existing neighborhood to create a new one. There are other areas that might benefit from from an influx of new residents that might want to work and live in the same area. I imagine somewhere that already has office buildings and multiple bus routes, would be a cheaper place for this. We have very little choice because of our religious beliefs. Our synagogues and religious schools, are within walking distance from our homes. This is another religious requirement for us.

Keeping our neighborhood intact will cost the County nothing. Montgomery County actively tries to keep seniors living here. Please don't make living in Montgomery County impossible for us.

Sincerely,
Fay Kasser

From: [seth_o](#)
To: [MCP-Chair](#)
Subject: Re: Automatic reply: comments on the proposed University Boulevard Corridor Plan
Date: Thursday, February 27, 2025 5:47:58 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear mcp-chair,

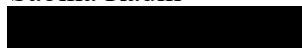
I recently found out from the Kemp Mill list server about the proposed University Boulevard Corridor Plan. I am very concerned that redeveloping Arcola avenue and the Kemp Mill Shopping center will adversely affect the quality of life for my community. Right now the existing amount of traffic that passes through Arcola is not safe for pedestrians. With the increased development that is being proposed it will only bring more traffic making it more dangerous for the many adults and children that walk around here. The area around the Kemp Mill Shopping center has a large Orthodox Jewish community located around it. Once a week every Shabbat (Saturday) a large part of the local community is walking to one of the synagogues located in proximity to the existing shopping center. Increased traffic will degrade the quality of life for the community as well as making it more dangerous to be a pedestrian.

Also the Kemp Mill shopping center contains a Kosher supermarket and two Kosher restaurants. The Orthodox community is very dependent on these establishments as there are dietary laws that the community follows. Closing these establishments down in order to transform the shopping center will cause a major hardship for the community.

From what I've seen in the 150 page document of the proposed University Boulevard Corridor Plan, the needs of this community have not been given proper attention.

Sincerely,

Seth Ornstein
Sabina Radin


Silver Spring, MD 20902

On Thu, Feb 27, 2025 at 5:45 PM MCP-Chair <mcp-chair@mncppc-mc.org> wrote:

Thank you for contacting the Planning Board Chair's Office. This confirms receipt of your message for distribution to appropriate staff to review. If you have submitted an inquiry, we will respond in a timely manner. You may also leave a voice message at (301) 495-4605 and a staff member will return your call.

IMPORTANT: If you have submitted written testimony for a Planning Board item, please be sure to include your mailing address to satisfy proper noticing requirements. If this was not already included, please reply to this email with that information. Written testimony submitted before the deadline of 12pm, two business days before the scheduled Planning Board meeting, will be distributed to the Board and staff and included in the public record. Written testimony received

after the deadline will only be distributed to staff to review.

For more information about the Chair's Office, please visit:

<https://montgomeryplanningboard.org/>

From: lsilverberg_processmatters.net
To: [MCP-Chair](#)
Subject: University Corridor Plan
Date: Thursday, February 27, 2025 6:49:29 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I am watching the Feb 27 hearing on the University Corridor Plan and it's clear the county residents oppose it. So I will just add that IF you move forward, PLEASE do not create ANY construction in this area until University Blvd, Piney Branch, Wayne and Franklin are ALL fixed and paved. There are NO driveable streets in this neighborhood, and if you start construction we will be in TOTAL gridlock, even BEFORE you add any housing. It's ridiculous as it is now, and has been for some time. Please give our neighborhoods a break.

Montgomery County would never blow up Bethesda like this.

Thank you.

Lisa

Lisa Silverberg

[REDACTED]

Silver Spring, MD 20901

[REDACTED]

From: [Jerry Rapp](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan
Date: Thursday, February 27, 2025 8:02:14 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To whom It may concern:

The plan is totally inconsiderate of the well-being of our community, especially the gutting of the shopping center on Lamberton and especially for older and somewhat incapacitated people. The critical services provided by Shalom's Supermarket, CVS, the bank and the dry cleaner, among others, are pivotal in supporting the efficient functioning of our community and should be left just as they are. Anything else is grossly inconsiderate of the community's needs.

Sincerely,

Jerry Rapp

[REDACTED]
[REDACTED]

Silver Spring, MD 20902

From: [Nina Nethery](#)
To: [MCP-Chair](#)
Subject: Copy of my public testimony, 2/27/2025
Date: Thursday, February 27, 2025 8:53:24 PM
Attachments: [University Corridor Plan - 02272025 - Public Testimony - Nethery.pdf](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello,

Attached please find a copy of the testimony I delivered this evening at the Public Hearing in Wheaton.

Since my testimony was one of the few that defined a specific problem and offered a constructive solution, I thought you might appreciate an opportunity to revisit it.

Thank you,

Nina Nethery

University Corridor Plan – Public Hearing – 2/27/2025

Testimony by Nina Nethery

[REDACTED] Silver Spring, Maryland

[REDACTED]

[REDACTED]

- Good evening. My name is Nina Nethery.
- I live along University Blvd. across from Northwood High School, and I am here representing the owners of 6 residential lots in this block between Gabel/Caddington and Arcola Avenues.
- We have seen that the current plan calls for widening both sides of the boulevard in this section to accommodate new pedestrian and bicycle side paths and landscaped street buffers.
- The current plan calls for retaining the existing center line of the boulevard and widening equally on both sides of the street.
- Given the extra open space along the front of the High School, the plan to widen on the residential side seems unnecessary and unreasonable.
- The homes on several of our lots are already positioned up very close to the boulevard.
- We request that the plans for this section be revised to shift the center line of the street toward the High School side, and then to accommodate all of the extra footage on the High School side.
- In this way, the residential lots in this section would not need to be impacted.
- Note also that NOW would be a very good time to incorporate this adjustment into the landscaping plans for the new high school since it is being rebuilt as we speak.
- Thank you.

From: [Sara Elikan](#)
To: [MCP-Chair](#)
Subject: Changes and poor urban planning related to Kemp Mill and University Blvd.
Date: Thursday, February 27, 2025 9:29:05 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

These ideas are just going to make this quiet, suburban area over developed and you will destroy the environmental beauty of both Sligo and the majestic trees that surround the neighborhood. This was meant to be suburbia, not a high-density area and you will destroy its bucolic nature because of greed. There are plenty of other neighborhoods that have plenty of land to develop. Please do not turn this into downtown Silver Spring, an unsafe and overrun area that was once charming and peaceful as well. Now it smells like pot with derelicts and homeless people wondering about. It has become so unsafe, and all those hi rise buildings have ruined the landscape. Woodside was once a charming area, but now it has crime and other issues as well. We care about our environment, our safety and the beauty of nature that we embrace. Your ideas will ruin Brookside Gardens, Sligo and the Parklands that surround our area. Please reconsider and choose a different location. Why not Bethesda?

Thank you,

A tax-payer and devoted citizen,

Sara Elikan

From: [M. Neufeld](#)
To: [MCP-Chair](#)
Subject: No to UBCP
Date: Thursday, February 27, 2025 9:48:47 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

As a Montgomery County resident and someone who frequently uses University Boulevard and the surround streets as part of my daily commute, I'd like to express my concerns with the proposed University Boulevard Corridor Plan.

In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the needs of the vast majority who drive. This is impractical and inequitable.

In particular, I oppose any plan to:


- Make the currently-underutilized bus lanes on University Blvd permanent, narrowing the lanes available to drivers.
- Eliminate designated lanes for right-turning vehicles to turn without a signal.
- Make University and Colesville two-lane roads at Four Corners, with no designated turnaround.
- Set speed limits along all of University between Four Corners and Wheaton of either 25mph or 30mph.

While each of these proposals has issues, the combined effect of all of them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life.

As a Kemp Mill resident, I'd also ask that the plan preserve existing retail at the Kemp Mill Shopping Center. The small businesses in that plaza are walkable for me and my friends and neighbors, and are necessary businesses and gathering places for our community.

I encourage the Planning Board to reconsider the plan, to better address the needs of drivers and Kemp Mill residents.

Thank you,
Menachem Neufeld


Silver spring, MD 20902

From: [chaya.milikowsky](#)
To: [MCP-Chair](#)
Subject: Expressing my opposition to the University Corridor Boulevard Plan
Date: Thursday, February 27, 2025 10:18:02 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

As a Montgomery County resident and someone who frequently uses University Boulevard and the surrounding streets as part of my daily commute, I'd like to express my concerns with the proposed University Boulevard Corridor Plan.

In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bikes over the needs of the vast majority who drive. Although I can appreciate the benefits of walking, busing and biking in a vacuum, as a resident of this suburban community who works a significant commute away (with no public transport options), this plan is irrelevant, impractical and inequitable for those in my situation.

In particular, I oppose any plan to:

- Make the currently-underutilized bus lanes on University Blvd permanent, narrowing the lanes available to drivers.
- Eliminate designated lanes for right-turning vehicles to turn without a signal.
- Make University and Colesville two-lane roads at Four Corners, with no designated turnaround.
- Set speed limits along all of University between Four Corners and Wheaton of either 25mph or 30mph.

While each of these proposals has issues, the combined effect of all of them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life.

As a Kemp Mill resident, I'd also ask that the plan preserve existing retail at the Kemp Mill Shopping Center. The small businesses in that plaza are walkable for me and my neighbors, and are key features in our community life

I encourage the Planning Board to reconsider the plan, to better address the needs of drivers and Kemp Mill residents. I will also express my concern and dismay that this plan appears to have been generated without input from current residents and stakeholders, and has been rolled out in a rushed and almost secretive fashion that diminishes my trust in my community elected officials. I can only hope that the nature of this error was that of neglect and oversight, as opposed to deliberate obfuscation and avoidance. I hope and imagine that any future plans that significantly affect Kemp Mill residents will be both generated by and discussed with the very people the plan will impact.

Thank you,
Chaya Milikowsky



From: [Adina Neumann](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan
Date: Thursday, February 27, 2025 10:29:30 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

As a Montgomery County resident and someone who frequently uses University Boulevard and the surround streets as part of my daily commute, I'd like to express my concerns with the proposed University Boulevard Corridor Plan.

In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the needs of the vast majority who drive. This is impractical and inequitable.

In particular, I oppose any plan to:

- Make the currently-underutilized bus lanes on University Blvd permanent, narrowing the lanes available to drivers.
- Eliminate designated lanes for right-turning vehicles to turn without a signal.
- Make University and Colesville two-lane roads at Four Corners, with no designated turnaround.
- Set speed limits along all of University between Four Corners and Wheaton of either 25mph or 30mph.

While each of these proposals has issues, the combined effect of all of them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life.

As a Kemp Mill resident, I'd also ask that the plan preserve existing retail at the Kemp Mill Shopping Center. The small businesses in that plaza are walkable for me and my friends and neighbors, and are necessary businesses and gathering places for our community.

I encourage the Planning Board to reconsider the plan, to better address the needs of drivers and Kemp Mill residents.

Thank you,
Adina Neumann

 Silver Spring MD

From: [Chayie Chinn](#)
To: [MCP-Chair](#)
Subject: proposed University Boulevard Corridor Plan
Date: Thursday, February 27, 2025 10:33:20 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

As a Montgomery County resident and someone who frequently uses University Boulevard and the surround streets as part of my daily commute, I'd like to express my concerns with the proposed University Boulevard Corridor Plan.

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- Set speed limits along all of University between Four Corners and Wheaton of either 25mph or 30mph.

While each of these proposals has issues, the combined effect of all of them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life.

As a Kemp Mill resident, I'd also ask that the plan preserve existing retail at the Kemp Mill Shopping Center. The small businesses in that plaza are walkable for me and my friends and neighbors, and are necessary businesses and gathering places for our Jewish Orthodox community.

I encourage the Planning Board to reconsider the plan, to better address the needs of drivers and Kemp Mill residents.

Thank you,

Miriam Mund



From: [Sam Pinsky](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan
Date: Thursday, February 27, 2025 10:49:17 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

As a Montgomery County resident and someone who frequently uses University Boulevard and the surround streets as part of my daily commute, I'd like to express my concerns with the proposed University Boulevard Corridor Plan.

In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the needs of the vast majority who drive. This is impractical and inequitable.

In particular, I oppose any plan to:


- Make the currently-underutilized bus lanes on University Blvd permanent, narrowing the lanes available to drivers.
- Eliminate designated lanes for right-turning vehicles to turn without a signal.
- Make University and Colesville two-lane roads at Four Corners, with no designated turnaround.
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While each of these proposals has issues, the combined effect of all of them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life.

As a Kemp Mill resident, I'd also ask that the plan preserve existing retail at the Kemp Mill Shopping Center. The small businesses in that plaza are walkable for me and my friends and neighbors, and are necessary businesses and gathering places for our community.

I encourage the Planning Board to reconsider the plan, to better address the needs of drivers and Kemp Mill residents.

Thank you,
Samuel Pinsky


Silver Spring, MD 20902

From: [Leah Naftalowitz](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan
Date: Thursday, February 27, 2025 11:05:35 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good evening and thank you for all your work on behalf of us, your fellow residents of Montgomery county.

As a resident of the Kemp Mill neighborhood, I have been following the proposed University Boulevard Corridor Plan, ever since I found out about it a few weeks ago.


I was unable to attend the hearing tonight, because of my kids' bedtime routine, but I listened to a lot of it over Microsoft teams.

I would like to share that I ****strongly oppose**** the proposed plan. I think it would lead to a less pleasant neighborhood for many different reasons.

We did not grow up here; we chose to live here with our family and we enjoy the relatively suburban feel of this neighborhood. Carpool is challenging due to traffic and the fact that I have a child with severe motion sickness, and I imagine that this plan would add more time and stress to that task. Our kids have no other way to get to school. I will not go into all the other details which I feel have been mentioned and repeated. I agree with many but not all of the reasons to not pass this plan, but the bottom line is that I strongly oppose the plan.

Please do not allow it to go through,

Respectfully,
Leah Naftalowitz


Silver Spring, MD 20902

From: [Viti Felder](#)
To: [MCP-Chair](#)
Subject: NO to proposal
Date: Thursday, February 27, 2025 11:17:28 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

As a Montgomery County resident and someone who frequently uses University Boulevard and the surround streets as part of my daily commute, I'd like to express my concerns with the proposed University Boulevard Corridor Plan.

In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the needs of the vast majority who drive. This is impractical and inequitable.

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As a Kemp Mill resident, I'd also ask that the plan preserve existing retail at the Kemp Mill Shopping Center. The small businesses in that plaza are walkable for me and my friends and neighbors, and are necessary businesses and gathering places for our community.

I encourage the Planning Board to reconsider the plan, to better address the needs of drivers and Kemp Mill residents.

Thank you,

Viti Merkin


Silver Spring, MD 20902

From: [Wendy Wallace](#)
To: [MCP-Chair](#)
Subject: University Corridor Plan Comments
Date: Friday, February 28, 2025 12:20:11 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello—

This email is in regards to the University corridor zoning plan. I think it's a great initiative to make the area safer and more pedestrian friendly. However, I am concerned about traffic affecting the community's ability to travel from 4 corners to Viers Mill road. There are a lot of people who already it takes 20 minutes to travel this distance in the morning. It should not take so much time. These same people would not commute by bus.

Increasing the amount of retail sounds nice, but the stores in Wheaton for example have a lot of turnover. It doesn't look as nice as Bethesda and this is a different community. It doesn't need to be packed like downtown silver spring. The plan would add a ton more traffic and BRT is not a solid solution. I don't want it to be like 355 either. That road is so congested. Not for commuting.

Additionally, I am concerned about the removal of residential housing and making a relatively pleasant tree-filled area of Arcola avenue too dense. When you turn onto Arcola from university, you feel like it's behind the congestion and busy-ness which is quite nice. Please remove the rezoning of Arcola to lots retail from the plan. This is my biggest concern.

I like to idea of making four corners safer. That area is difficult for cars and pedestrians to navigate.

This is a nice residential community but the plan looks like the county wants it to become like downtown silver spring and I am concerned that will create too much congestion. My kids bike on Sligo creek and an influx of shoppers and increasing the population size would make it less safe and more polluted.

Thank you,

Wendy

From: [Esther Lindell](#)
To: [MCP-Chair](#)
Subject: Concerns About University Boulevard Corridor Plan
Date: Friday, February 28, 2025 12:36:19 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

As a Montgomery County resident and someone who frequently uses University Boulevard and the surround streets as part of my daily commute, I'd like to express my concerns with the proposed University Boulevard Corridor Plan.

In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the needs of the vast majority who drive. This is impractical and inequitable.

In particular, I oppose any plan to:

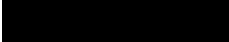
- Make the currently-underutilized bus lanes on University Blvd permanent, narrowing the lanes available to drivers.
- Eliminate designated lanes for right-turning vehicles to turn without a signal.
- Make University and Colesville two-lane roads at Four Corners, with no designated turnaround.
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While each of these proposals has issues, the combined effect of all of them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life.

As a Kemp Mill resident, I'd also ask that the plan preserve existing retail at the Kemp Mill Shopping Center. The small businesses in that plaza are walkable for me and my friends and neighbors, and are necessary businesses and gathering places for our community.

I encourage the Planning Board to reconsider the plan, to better address the needs of drivers and Kemp Mill residents.

Thank you,
Esther Lichy


Silver Spring, MD 20902

From: [Bassie](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan
Date: Friday, February 28, 2025 6:52:34 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

As a Montgomery County resident and someone who frequently uses University Boulevard and the surround streets as part of my daily commute, I'd like to express my concerns with the proposed University Boulevard Corridor Plan.

In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the needs of the vast majority who drive. This is impractical and inequitable.


In particular, I oppose any plan to:

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- Eliminate designated lanes for right-turning vehicles to turn without a signal.
- Make University and Colesville two-lane roads at Four Corners, with no designated turnaround.
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While each of these proposals has issues, the combined effect of all of them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life.

As a Kemp Mill resident, I'd also ask that the plan preserve existing retail at the Kemp Mill Shopping Center. The small businesses in that plaza are walkable for me and my friends and neighbors, and are necessary businesses and gathering places for our community.

I encourage the Planning Board to reconsider the plan, to better address the needs of drivers and Kemp Mill residents.

Thank you,
Yitzchok and Basya Katz

Silver spring MD 20902

From: [Mayer Samuels](#)
To: [MCP-Chair](#)
Subject: Re: University Blvd corridor plan
Date: Friday, February 28, 2025 7:32:06 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

While I already made a comment, I would like to add that a few more points:

Arcola/University is a critical intersection and often has lots of traffic backups. The right turn slip lane from Arcola to westbound University and the ability to turn right on red for this movement is critical to preserve the movement of vehicles along Arcola. [During the 2022 bike lane pilot, this ability to turn was removed and it proved very problematic and produced severe backups along Arcola.]

The right turn from westbound University to westbound Arcola is very busy. At the very least, the bus lane along Westbound University between Caddington and Arcola should be removed so that all the vehicles that will be turning into Northwood HS and into Arcola Ave have a place to go. The existing configuration is very problematic, because there are more than just a few cars that need to make this turn. You have a situation where cars that don't follow the bus lane rules will interact with all the cars that are turning and merging only at the point where there is a break in the bus lane (marked by hatched red markings). This simply is not enough room for all the cars that regularly turn onto Arcola, and the entire block is needed to make a safe lane change here. As there are so many cars that do make the right turn at Arcola, the 8, C2, and C4 buses would probably move faster if they drove on the block between Caddington and Arcola in the middle lane so that the right lane would be in place for all the cars that are turning right. There is also a problem with cars coming from Arcola to University Blvd westbound that they will need more room to merge in.

[Another possibility is to remove the bus stop in front of Northwood HS, still keeping the bus stop at Caddington. Then providing a bus queue jump signal to assist buses with merging into the middle traffic lane ahead of cars. Again, the right lane will be severely blocked with right turning vehicles here anyway, so encouraging buses to use the middle lane between Caddington and Arcola would be very helpful. This can be coupled with blocking the right lane just west of Arcola (for 50 feet or so between Arcola and the end of the slip lane) so that the traffic from Arcola can merge into the right lane, unimpeded. A traffic signal to control the right turn movement from Arcola to University westbound would also be helpful, if a green arrow is lit during the Arcola phase as well as during the left turn phase from University EB to Arcola.]

Given all of the above, I recommend that if the curbside bus lane is kept in some way along the corridor, it should be removed, at minimum, along the westbound stretch between

Caddington and the driveway to University Towers / Warwick Apartments. This provides room for all the cars that will turn right into Northwood HS and Arcola to merge in the lane and also provide a merging area for the traffic from Arcola to westbound University to merge back into traffic.

Mayer Samuels



Silver Spring, MD 20902



Virus-free www.avg.com

From: [Sanjida Rangwala](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan
Date: Friday, February 28, 2025 10:36:24 AM
Attachments: [Univ Blvd Planning Board testimony \(1\).pdf](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Please see attached my written testimony for the University Boulevard Corridor Plan. I am in favor of the plan. I presented an abbreviated version on Feb 27.

Please let me know if you would prefer this be sent by post.

Thank you,

Sanjida

Sanjida Rangwala

[REDACTED]

Silver Spring MD

February 27, 2025

Chair Artie Harris
Montgomery County Planning Board
2425 Reddie Drive,
Wheaton, MD 20902

Dear Montgomery County Planning Board,

Thank you for this opportunity to testify about the University Boulevard plan. I would like to commend the planning team for their hard work on this plan. I own a home in the plan study area, just west of University Blvd and Dennis Ave, where I live with my spouse and two little kids. I have lived here for over 10 years and hope to raise my kids here.

This is a wonderful neighborhood. I think it could be even better. Change is coming; we cannot expect to preserve this place in amber and still thrive. I think we can and must hope for change that makes things better. This plan is a good start, and I hope that the planning board feels empowered to ask that it go even further.

My neighborhood, Sligo Woods, is currently the home of folks of different incomes and family sizes. It was once more affordable, but it has experienced gentrification in recent years. We are currently well connected by bus transit, and there are schools, parks, playgrounds, and shops a reasonable walk or short bike ride away. But it's not always safe or pleasant to walk or bike, especially along University Blvd and at Four Corners, so most of us just drive even these short distances.

So what could it be? Rather than getting caught up in the minutiae of different design possibilities, focus on the vision and the goal. In 2050, if the planning board and the county council were asked what they had accomplished in the last 25 years, these are the 5 things I hope they would say.

1. The University Blvd corridor has plentiful houses of different sizes and configurations - detached, duplexes and fourplexes, small apartment buildings, and apartments above shops. Single folk, couples, families with children, and chosen

families are able to find AFFORDABLE homes of sizes that suit them. Old people are welcome, and so are younger folks just starting out on their own.

2. My neighbors choose to walk or bike to schools, parks, and local businesses rather than drive. Bike trails and sidewalks are built with the expectation that many people will need to use them, not as an afterthought. No one worries about a car hitting them on the sidewalk or bike lane. There is bike parking at all the parks and businesses.

3. Almost everyone chooses to take public transit to work, shopping, and leisure activities as their first choice. Buses or BRTs come every few minutes - you never need to check the schedule. There's a safe place to wait, protected from the sun, rain, and wind.

4. Everyone in the corridor lives within a ten minute walk of a park, playground, and trail. This might mean that MORE parks and public spaces are built than are in the current plan. And, importantly, if you're a little kid, or pregnant, or older, or have other health problems, you will never need to worry about finding an open clean public bathroom and a working water fountain.

5. We can walk to the diner or coffee shop in Four Corners, and take our food outside to a community plaza, where we can eat it in the fresh air. Let's make a plan for this! Let's be more ambitious! While we're eating and socializing, we're not breathing any exhaust or shouting above noisy trucks. Kids run around making chalk drawings. Our town has a town square.

Let's build the infrastructure for a better community. Let's embrace hope for things to get better. Thank you.

Sanjida

Sanjida Rangwala

[REDACTED]

Silver Spring, Maryland
20901

From: [Sid Meyers](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plan
Date: Friday, February 28, 2025 10:48:37 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To members of the Planning Board-

I am writing in opposition to the University Boulevard Corridor Plan, which will undermine an established neighborhood in the Kemp Mill area.

This area already has affordable housing, in the form of Arcola Towers, Inwood House, and the many renters, especially at the Warwick Apartments, who use Section 8 Certificates to help pay their rent.

Thank you for considering my input.

Lois Meyers

From: [Leah Cypess](#)
To: [MCP-Chair](#)
Subject: University Corridor Boulevard Plan
Date: Sunday, March 2, 2025 1:01:02 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hi,

I am a resident of Silver Spring, and am writing about the University Corridor Boulevard Plan.

I have a somewhat unique perspective to offer since I get around by walking, biking, public transportation, and driving. Of all those methods, driving is my least favorite. I would very much like to spend less time in my car. So I am sympathetic to the goals of the plan and I do appreciate that a lot of time and thought went into it, and that the intent is to make life better for residents of our communities.

Unfortunately, this plan will require me to spend more time in the car, not less. I have four children who have to be brought to and from school. Their schools are too far to walk and I obviously cannot bike them to school. There is also no bus that goes from our neighborhood to their schools, even for those who are old enough to go by bus on their own. (Ten years ago, the county had a pilot program to provide bussing for private schools, which would in fact have taken many cars off the road for a minimal price. For some reason, the county killed the program.) So my only option is to drive, and no matter how unpleasant the driving experience becomes -- no matter how low the speed limit, how limited the lanes, how bad the traffic -- I will still be driving my kids to school because I have no other option.

Happily for me, there are a few places that I can reasonably walk or bike to -- places where I can shop, where my kids can get pizza, where we can pick up medicine. All those places are in the Kemp Mill Shopping Center. If the shopping center is rezoned and those businesses disappear, I will have to spend even more time driving in order to get those amenities somewhere else. Please **DO NOT REZONE THE SHOPPING CENTER**. I understand the need for housing, but that shopping center is one of the reasons we live here to begin with.

Last, I want to say that while I understand the plan was a long time in development, this seems like a bad moment to embark on such an ambitious project. With the implementation of back to work, we can expect different traffic patterns than we've been seeing for the past few years. With the hatchet job being threatened on federal employees, we may unfortunately see more housing available. And frankly, federal employees who are currently afraid for their jobs do not need the extra stress of an ambitious county project that, regardless of its lofty goals, will in the short term make their daily lives considerably more stressful.

Thank you for taking community responses to this project into account.

Sincerely,
Leah Cypess

From: [Jeremy Rosenthal](#)
To: [MCP-Chair](#)
Subject: UBCP comments
Date: Sunday, March 2, 2025 5:40:17 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

I hope you had a nice weekend and thank you for taking the time to collect our input.

First and foremost, I want to express my appreciation for the portion of the UBCP plan dedicated to expanding the potential availability of housing in the area. Homeownership has gotten increasingly out of reach and reducing zoning restrictions will help enable people to use their property in ways that are best for all of us.

Despite the fact that, as a local homeowner, there will arguably be a potential negative impact to my home's value, I think these changes are best for our community and for people who would like to become part of our community, including through allowing for more types of homes so that people of varied life stages can live in the best home for them.

However, as regards the changes to traffic patterns and congestion I do have significant concerns with the proposed plan. I make regular use of University Boulevard and the surrounding streets. Already the bus lane makes traffic far less bearable, and practically speaking busses are not conducive to the vast majority of my family's needs.

I urge you to to:

1. Restore the under-utilized bus lanes to shared lanes for drivers and busses alike
2. Maintain or increase current speed limits, as this is a major (6 lane) road with clear visibility and sufficient stop lights and plays a major role in the commute of tens of thousands of commuters who would be negatively impacted by adjustments to speed limits
3. Maintain the ability of drivers to make right-on-red (following, of course, stopping at intersections and carefully looking for oncoming traffic)
4. Avoid installation of further speeding cameras, as these contribute meaningfully to congestion due to panic-braking rather than actually increasing safety, not to mention the highly regressive nature of associated fines

Furthermore, it is [well established](#) that cars have higher fuel efficiency at speeds of 40-50 MPH than 20-30, and congestion and idling at red lights can only increase harmful emissions, which have negative impacts on both our planet and our citizens - increasing rates of asthma and cardiovascular disease. While these harms aren't as visible as the benefits of another restaurant or a quaint shop, they are no less real.

I think on even a basic examination it becomes clear that the benefit to reduced zoning constraints outweighs the costs to citizens at large, while the traffic changes would have a deeply negative net impact on citizens and our planet.

I hope that you will consider or reconsider the traffic changes based on the feedback of the folks impacted. I believe an honest reckoning with the trade-offs if you are willing to engage with them will illuminate the right path forward. I would be more than happy to help you in that work, not to force my perspective but to explore these questions in earnest and with an open mind, as I believe weighing costs and benefits is the role of our representatives and experts.

Thank you,
Jeremy Rosenthal

[REDACTED] Silver Spring, MD, 20902

From: [Dov Zakheim](#)
To: [MCP-Chair](#)
Subject: Re: Automatic reply: University Blvd Corridor
Date: Sunday, March 2, 2025 10:27:05 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Not sure if you need this...but here is my note, again, together with my mailing address

To whom it may concern:

I oppose this plan: It will actually cause more congestion, creating serious traffic issues. With more cars idling, in heavy traffic due to the reduction of lanes, there will be more traffic jams and a resulting increase in gas emissions.

It is not clear that more riders will seek public transportation; that has not been the case until now and there is no reason to believe it will be in future.

Dov S. Zakheim

[REDACTED]

Silver Spring, MD 20902-1554

On Sun, Mar 2, 2025 at 10:19 PM MCP-Chair <mcp-chair@mncppc-mc.org> wrote:

Thank you for contacting the Planning Board Chair's Office. This confirms receipt of your message for distribution to appropriate staff to review. If you have submitted an inquiry, we will respond in a timely manner. You may also leave a voice message at (301) 495-4605 and a staff member will return your call.

IMPORTANT: If you have submitted written testimony for a Planning Board item, please be sure to include your mailing address to satisfy proper noticing requirements. If this was not already included, please reply to this email with that information. Written testimony submitted before the deadline of 12pm, two business days before the scheduled Planning Board meeting, will be distributed to the Board and staff and included in the public record. Written testimony received after the deadline will only be distributed to staff to review.

For more information about the Chair's Office, please visit:
<https://montgomeryplanningboard.org/>

From: [A Fish](#)
To: [MCP-Chair](#)
Subject: University Blvd Plan
Date: Monday, March 3, 2025 10:50:29 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Artie Harris, I want to let you know that we are very OPPOSED to this plan. Your lack of taking into consideration traffic and infrastructure is appalling. You need to SLOW DOWN and listen to the public!

Adrian

From: [John Audet](#)
To: [MCP-Chair](#)
Subject: University Blvd Development plan
Date: Monday, March 3, 2025 12:45:02 PM
Attachments: [fb_1455e0b6-6250-4f29-b067-ac2d2fe5638e.png](#)
[tw_f20c36ce-043c-44c6-bece-ce5db4bf5837.png](#)
[pin_87ef2153-04d9-4472-bf2d-4db5658783fe.png](#)
[houzz_040a0d1e-fd57-4184-b449-97e1ac4c2aff.png](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chairman Harris,

I am a lifelong resident of Silver Spring MD and a 30+ year resident of Woodmoor. My wife and I have raised 3 kids here and have never considered moving from the neighborhood. I always joke that we are still in our 5-year home 33 years later.

That being said, I am a bit surprised at the University Blvd development plan still progressing after all of the opposition to it from, not only neighbors, but other leading members of our Government. Marc Elrich had some very concerning points about the plan a couple months back.

“Attainable Housing” does not seem to be a reasonable goal for our community (or other communities for that matter) when there are housing developments approved but not yet started county-wide.

The premise that “attainable” somehow is to be interpreted as “affordable” is misleading at best and appears, on the surface, to be a bit of a “bait and switch” tactic.

I am not 100% against development at all. I see areas of four-corners which really could use some “love” and even redevelopment. But, I truly believe there needs to AT LEAST be an impact study of the development before it gets to a point of no return and gets approved. We should understand what effect the development will have on traffic, public transportation, local businesses, the environment, school capacity, etc. just to name a few concerns.

I believe I share the same concerns with others from my neighborhood and from the surrounding communities and hope you are able to convey this message to others on the planning board.

I appreciate your service to our community and look forward to hearing about next steps.

Best,

John Audet



John Audet, CR, CKBR, UDCP | Director of Project Development | www.casedesign.com



This communication is confidential and intended only for the addressee. If you are not the intended recipient, you may not copy, disclose, or distribute this message to anyone else; any such actions may be unlawful. If you have received this communication in error, please contact the sender of the message to inform him or her of the error.

PLEASE VOTE AGAINST THE UNIVERSITY BLVD CORRIDOR PLAN

The proposed University Blvd Corridor Plan will have a significant negative impact on the quality of life of many seniors living in Kemp Mill. I am 77 and my husband, who has Parkinson's, is 81. We rented a house in the Kemp Mill area 4 years ago when we moved from Connecticut to be close to our family.

Our neighborhood allows us to live independently; a primary goal shared with many of my aging neighbors. I walk along Lamberton Drive with my 'granny cart' to the Kemp Mill mall where I shop at the kosher supermarket, pick up medicine at the CVS, can get a haircut, and even get prepared food for dinner. We can walk to the local synagogue, an essential feature of our life. We even have beautiful green space to calm our minds and strengthen our bodies. An even shorter walk brings us to the bus stop and the bus to the library, supermarkets, Mall and the rest of the town. Independence can be achieved without the necessity of driving. In the morning and evening, we see students walking or riding scooters to and from the local public and religious schools.

I am concerned when mix-use (residential and commercial building) is developed, the University Boulevard Corridor Plan risks disrupting or reducing the shops and services on which I and our community depend. Our small businesses might be forced to close during construction periods or not be able to afford higher rents. The loss of our stores would be devastating for our goal of living independently.

Our cohesive neighborhood: young married couples, young families, families with teenagers, several half-way houses with multiple unrelated tenants, and many seniors is a community that should be celebrated not destroyed.

Shirley Zajdel

Looking ahead for all the seniors in Kemp Mill - the proximity (walking distance) synagogue, kosher grocery store, CVS, bus lines is vital to being able to stay independent. Not sure if that is important to the group making the changes. Let's not forget that green space is also important to our well being. Hope we can fight these proposals.

From: [Nfedalen](#)
To: [MCP-Chair](#)
Subject: Subject: University Boulevard Corridor plan
Date: Monday, March 3, 2025 5:17:55 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Please share with other members of the Board.

From what I glean from other residents in the Woodmoor Pinecrest neighborhood, there are many very serious issues related to the Planning Board proposal for the University Boulevard corridor.

Issues that should be aired and clarified before decisions are finalized.

I oppose the plans as they stand.

The NOW housing plan is intended to provide middle income or 'affordable' housing?

I foresee developers making money.

The up-zoning allowing 5 story buildings.

Parking concerns.

Where are the **impact studies** on the economy, traffic, schools?

Please share these and many other concerns of my neighbors.

Sincerely,

Nina Fedalen

[REDACTED]

Silver Spring, MD 20901

Our community votes in large numbers.

From: [Akiva Malka](#)
To: [MCP-Chair](#)
Subject: Corridor Plan
Date: Monday, March 3, 2025 7:10:35 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello, I am a fellow resident of Kemp Mill and I was dismayed to read about the plan that was proposed. It seems to have been written by someone who has no understanding of our community's needs or, worse, is trying to undermine it. Our community is flourishing, and I don't see any reason to rezone the shopping center to make it into low-income apartments. This could lead to a rise in crime and overcrowding on our streets. I believe this plan should be rejected; it is outrageous that it has gotten this far.

From: [Susan Eleff, Attorney at Law](#)
To: [MCP-Chair](#)
Subject: My opposition to the University Boulevard Corridor draft
Date: Monday, March 3, 2025 7:27:02 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I am a resident and owner of a law firm business on Kemp Mill Road in Silver Spring, Maryland. I am firmly opposed to the plan for the UBC, as:

- * removal of current travel lanes to make them dedicated bus rapid transit will make automobile travel for me and my clients more time intensive and frustrating; I note that the dedicated bus lanes on Georgia have already had that effect;
- * rezoning for higher density housing will decrease my own property value, and has the real potential of increasing congestion and worsening traffic;
- * lowering speeds for auto traffic will also make make automobile travel for me and my clients more time intensive and frustrating;
- * banning right turns on red lights at signalized intersections and elimination of merge areas also will make automobile travel for me and my clients more time intensive and frustrating, and particularly will make entry and exit at University Boulevard more dangerous and accident prone.

I find all of these proposed changes baffling, and urge that my concerns and those of my neighbors be addressed by eliminating the changes from the status quo.

Thank you.

Susan Eleff, Attorney at Law
[REDACTED] Silver Spring, MD 20902

CONFIDENTIAL ATTORNEY COMMUNICATION

From: [Aviva Kelsey](#)
To: [MCP-Chair](#)
Subject: Please do not pass the University Boulevard Corridor draft
Date: Monday, March 3, 2025 7:49:46 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I live in Kemp Mill and this will not help our community grow, and will adversely affect my everyday life.

Getting rid of lanes and adding higher density housing will turn this community into a nightmare. Busing will not solve our issues when people commute 45 minutes away, (which would take over 2 hours via public transportation one way!).

The removal of all merge areas, and the no right on red, will cause major backups on our roads unnecessarily. This will be more so, on the ramps to Interstate 495.

Lowering speed limits unnecessarily low, will just keep more cars and buses on the road longer, adding to the pollution. It also aggravates residents.

Please have consideration for your current and future residents.

Sincerely,
Aviva Kelsey

From: [Nancy Karkowsky](#)
To: [MCP-Chair](#)
Subject: proposed University Boulevard Corridor plan
Date: Monday, March 3, 2025 9:56:43 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Please do not adopt the proposed University Boulevard Corridor plan
It is a terrible plan.

Thanks.

NF Karkowsky, Esquire

[REDACTED]

Silver Spring, Maryland 20902

[REDACTED]

Specialized Training & Experience in Mediation, ADR, Collaborative Law, & Child Welfare



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From: [Michal Segelman](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor draft
Date: Monday, March 3, 2025 11:01:12 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To the Planning Committee,

My name is Michal Segelman. I am a Jewish resident of the Kemp Mill community for the past 9 years, and I oppose this draft. I watched the public hearing online and then read the coverage afterward. While others summarized the objections as being mostly about traffic congestion, I would like to highlight other serious concerns that were expressed.

1)The rezoning laws being proposed would not allow our local kosher stores to operate in the way they have been. Shalom Kosher, for example, would be too big a store to be allowed in the shopping center. As a result, all the Jewish residents of Kemp Mill would be forced to travel (in cars) to Kosher Grocery stores further away. Currently many of us walk to shop and eat out. So a plan intended to decrease cars on the road would result in more cars on the road, and much lower quality of life for the Jewish residents of Kemp Mill.

2)We're all concerned about how our schools and synagogues could be affected by the rezoning as well. If any of them were forced to shut down, many of the Jewish residents would feel compelled to find a new place to live.

3)I think Kemp Mill is unique in that it's surrounded by woods on 3 sides. There are only 3 ways in to our neighborhood: From University Boulevard via Arcola Avenue, from Georgia/Amhurst via Arcola Avenue, and from Randolph Road via Kemp Mill Road. Any changes to traffic rules on those roads would make it extremely difficult to get in and out of our neighborhood, which is both a safety and a health concern. Rezoning in other areas would be an annoyance to homeowners but doesn't trap them in their homes the way we're anticipating in Kemp Mill.

I would very much like to see changes that create more affordable housing, and plans that increase safety for pedestrians. But not at the expense of our basic needs as a Jewish community in Kemp Mill.

Thank you,
Michal Segelman

From: [Julie Hall](#)
To: [MCP-Chair](#)
Subject: Written Testimony - University Boulevard Corridor Plan (public hearing held February 27, 2025)
Date: Monday, March 3, 2025 11:05:04 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Montgomery County Planning Board,

I am writing to express my strong support of the University Boulevard Corridor Plan preliminary recommendations, as I was unable to attend the recent public hearing. The plan meets key needs in our community, and if implemented, will change the lives of those of us who live here for the better. We deserve the freedom to choose how to travel, but now, many of us are shoehorned into driving by the poor sidewalks, inadequate crossings, nonexistent bike infrastructure, and infrequent bus service. Those without the option to drive -- frequently less privileged residents -- contend with dangerous conditions. That is not acceptable. We can and must do better.

I also particularly support the zoning changes proposed in the plan, which will not only promote enough density to support the multi modal infrastructure we desperately need, but also ensure that housing remains affordable and accessible in our neighborhoods.

I was disappointed to hear that some members of our community expressed opposition to the plan at the recent hearing. I hope the planning board appreciates that these individuals represent a small minority of the people who live here. The rest of us are ready for the future -- a future in which University Boulevard can become a vibrant, walkable, livable place.

Sincerely,
Julia Seeley-Hall

From: [Leslie Silverfine](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor draft
Date: Monday, March 3, 2025 11:54:29 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I am very much opposed to the University Boulevard Corridor draft plan. This will destroy my lovely neighborhood of Kemp Mill. I have lived here for 20 years and moved here because it is a nice place to live.

We love having the Kemp Mill Shopping Center close by. Please don't destroy this unique place with its kosher restaurants and stores.

It is already hard to get in and out of the neighborhood. There aren't that many ways in or out. If you go ahead with this plan that takes away all merges, rights on red, lowers the speed limit to crawling and reduces lanes on University Blvd., my husband and I will never be able to get to work in a reasonable amount of time. And then to put speed cameras in every inch of the road just adds to the insult.

Leslie Silverfine



Silver Spring, MD 20902

Sent from my iPhone

From: [Ariana Spawn](#)
To: [MCP-Chair](#); [Adrianvala, Zubin](#); [Sanders, Carrie](#); [McVary, Jessica](#); [Govoni, Lisa](#); [Rixey, Alex](#)
Subject: Proposed Rezoning of Timberwood Avenue in the UBCP
Date: Tuesday, March 4, 2025 8:52:24 AM
Attachments: [Letter to MoCo Planning Board - Proposed Rezoning of Timberwood Avenue in UBCP.pdf](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To Montgomery Planning Board & staff -

Following last week's public hearing on the University Boulevard Corridor Plan (UBCP), I understand that letters are being accepted until March 13. I am resubmitting a letter from 21 homeowners and residents of the 300 block of Timberwood Avenue, regarding the proposed rezoning of the south side of Timberwood Avenue in the UBCP Working Draft.

We first shared this letter with Planning via email to MCP-Chair@mncppc-mc.org on January 15, 2025. We would greatly appreciate an acknowledgement of receipt this time.

Thanks,
Ariana Spawn

January 15, 2025

Montgomery County Planning Board
2425 Reddie Drive, 14th Floor
Wheaton, MD 20902

Transmitted via email to MCP-Chair@mncppc-mc.org

Subject: Concerns Regarding Proposed Rezoning of Timberwood Avenue within the University Boulevard Corridor Plan (UBCP)

Dear Montgomery County Planning Board,

As homeowners and residents of the 300 block of Timberwood Avenue, we are writing to express concerns regarding the proposed rezoning of the southern side of our block as part of the University Boulevard Corridor Plan (UBCP). While we fully support the objectives of the UBCP, including its focus on fostering vibrant, sustainable, and equitable development, increasing pedestrian safety and access, and expanding attainable housing options, we feel the rezoning to CRN proposed for the southern side of Timberwood Avenue is inappropriate for the unique conditions of our block.

The 300 block of Timberwood Avenue dead-ends with no cul-de-sac into North Four Corners Local Park, and already faces challenges due to its lack of space for vehicle turnarounds and limited parking. These challenges will be significantly exacerbated by the proposed rezoning that, in its current iteration, permits lot consolidation to facilitate larger multi-lot residential developments that front to University. We also understand Planning has an objective to consolidate or eliminate driveway access for these buildings on University, potentially using Timberwood for all vehicle access and further exacerbating the above issues.

Our block has three key characteristics that merit special consideration in the UBCP:

- (1) **Direct pedestrian access to North Four Corners Local Park (NFCLP).** Our street's direct pedestrian access to NFCLP is a cherished attribute, attracting neighborhood residents who value the park's amenities and vehicle-free walkability. Students from Blair and Northwood High Schools regularly walk down our street and through NFCLP en route to and from school. It is not uncommon to see kids running after stray balls or playing near the end of our street while soccer games are in session. Increased traffic resulting from higher density on the block will compromise the safety of the students, families and children who use Timberwood to access NFCLP.
- (2) **Lack of vehicle turnaround space:** The dead-end nature of Timberwood already limits space for vehicle maneuvering, making it challenging for residents, visitors, and service vehicles to navigate the street. Additional density, and the associated increase in cars utilizing street parking on the block, will exacerbate this issue and may even create a safety risk by impacting turnaround access for emergency vehicles—which could be called to the street more frequently in a high-density redevelopment scenario.
- (3) **Insufficient parking:** Our non-permit parking street already struggles with inadequate parking availability for residents and visitors due to its proximity to the soccer field at NFCLP, as well as the popular 4 Corners Pub. This issue will worsen with a substantial increase in residential density on the block.

Additionally, our block consists of modestly-sized homes that remain relatively affordable in comparison to median home prices in neighboring close-in Montgomery County neighborhoods. Opening the properties on this block to CRN redevelopment only creates stronger financial incentives for developers to tear down the existing, quality, already-affordable houses on our block. This will undermine the historic identity of our neighborhood and further strain the block's existing infrastructure without meaningfully improving attainable housing objectives.

While we appreciate the UBCP's goals to enhance housing options and revitalize the corridor, we respectfully request the County reconsider the proposed rezoning of our block of Timberwood Avenue. Specifically, we urge the county to **exclude the southern side of the 300 block of Timberwood Avenue from the proposed CRN rezoning**. Given the unique challenges and characteristics of our dead-end street, this exclusion would ensure that any development aligns with the existing neighborhood's character and infrastructure capacity.

If the Planning Board insists on including the southern side of the 300 block of Timberwood Avenue in the proposed rezoning to CRN, we urge Planning to explicitly prohibit lot consolidation on the block. The final rezoning should explicitly disallow lot consolidation for rezoned properties on Timberwood Avenue to prevent the development of larger multifamily housing complexes that will significantly intensify existing issues.

In this circumstance, we also request the County rescind, for Timberwood Avenue, the Zoning Text Amendment (ZTA) 23-10 which eliminates minimum parking requirements for residential developments located near transit hubs. This is particularly appropriate in light of the fact that the now 12-year old recommendation to implement a University Boulevard Bus Rapid Transit (BRT) line that is driving much of the proposed corridor rezoning remains nascent and unfunded. Further, even after the completion of the Purple Line, our block will remain two miles from the nearest Metro or Purple Line station—well beyond the half-mile standard of “walkability.”

As residents of this block, we strongly believe that the success of the UBCP depends on tailoring its implementation to the specific needs and limitations of individual streets within the corridor. In fact, we understand that a hallmark of the underlying Montgomery County master planning process that is driving the UBCP effort is the ability to work closely with residents on the types and locations of new density appropriate for their communities, as echoed in Councilmember Mink's [Statement on the Attainable Housing Strategies Initiative](#) from Friday, January 10, 2025.

We welcome the opportunity to discuss these concerns further and collaborate to find solutions that balance the plan's objectives with the realities of our neighborhood. Thank you for your attention to this matter, and please feel free to contact us at the email addresses below to discuss these concerns in more detail. We look forward to your response and to seeing thoughtful adjustments made to the plan before its finalization.

Sincerely,

Ariana Spawn & Logan McCoy

[REDACTED]
[REDACTED]

Peggy & Chuck Kullberg

[REDACTED]
[REDACTED]

Charlie & Lisa Jones

[REDACTED]
[REDACTED]

Laurine Cooke

[REDACTED]
[REDACTED]

Paul J & Katherine W Carroccio

[REDACTED]
[REDACTED]

Shonali Burke

[REDACTED]
[REDACTED]

Laura Burella

[REDACTED]
[REDACTED]

Janelle Mingus

[REDACTED]
[REDACTED]

Erika Brant & Damon Mehl

[REDACTED]
[REDACTED]

Michael & Abigail Mitchell

[REDACTED]
[REDACTED]

Greta Almore & Donald Pierce

[REDACTED]
[REDACTED]

Bryant Woltz

[REDACTED]
[REDACTED]

Todd & Madison Spencer

[REDACTED]
[REDACTED]
[REDACTED]

CC

Carrie Sanders, Division Chief, Mid-County Planning, Montgomery County Planning Department

Nkosi Yearwood, Planner III, Montgomery County Planning Department

District 5 Councilmember Kristin Mink

Chris Wilhelm, Chief of Staff, Councilmember Kristin Mink

From: [Aliza Blumenfeld](#)
Subject: Concerns about More Housing N.O.W. and UBCP
Date: Tuesday, March 4, 2025 10:52:32 AM
Importance: High

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello,

My name is Aliza Blumenfeld, and my family of 5 are 10+ year residents of the Kemp Mill community of Silver Spring. I have signed up to speak at the county board meeting on the 6th, but I wanted to write as well, expressing my concerns with the More Housing N.O.W. plan, in general, and the UBCP plan that is partly incorporated into it.

My family and fellow community residents are concerned that the More Housing NOW plan will:

- Harm residents
- Destroy small important businesses we rely on for our essential daily needs
- Overcrowd our community
- Raise our taxes
- Dramatically increase traffic congestion (especially with, and even without, the changes proposed in the UBCP given that this initiative is also planned for Georgia Ave)

This plan favors developers over the residents you should be helping. Please choose locations that do not threaten our communities and daily lives with chaos and loss of present services and amenities. It's wrong to cause harm to existing community members, while giving developers financial incentives, 25-year tax breaks, expedited approval processes, and less restrictions.

We, the taxpayers, will suffer, and there's no guarantee that the plan will produce homes for the working class it proposes to be helping.

Furthermore, many of those working-class families want single-family homes or a townhouse with space and a yard, not an apartment. There are apartments all around Montgomery County advertising vacancies at low prices. They're not overwhelmed with residents looking for apartment life.

Why? Because these proposed affected communities are family-oriented communities, not young or single communities. Young married couples who live in the apartments of Kemp Mill look to move into single-family homes when they are planning to start or starting a family. More high-density housing will NOT meet their needs. It will only continue to drive up housing costs as the supply falls far short of the demand, as more people move into already overburdened communities.

We implore you to reconsider the use of these funds, to find more neutral locations for these excessive building projects and to help support and protect the residents who already own homes and who love their communities. There are plenty of more open areas that are ripe for

construction from the ground-up, where these proposed "15-minute complete communities" can be constructed from scratch with all the necessities and infrastructure implemented as a planned city. The answer is NOT to try and fit a square peg into a round hole by forcibly altering existing communities into something they were never set up to be or want to be.

Please don't destroy our communities. Thank you for taking the time to listen to your constituents' desires and best interests.

Sincerely,

--

Aliza Blumenfeld

From: [Morgan Conway](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan
Date: Tuesday, March 4, 2025 11:03:45 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Montgomery County Planning Board,

I would like to express my strong support for the University Boulevard Corridor Plan preliminary recommendations. Having now lived in the area for several years and recently bought a home with plans to live here for many more, there are some clear needs in this community that the plan would address. As things are now, traveling without a car is difficult at best and dangerous at worst. There are far too few crossings and many of the light fixtures along University Boulevard are either inadequate or inoperable. I'm but surprised and thankful there haven't been more accidents involving pedestrians along University Boulevard.

When my partner and I first moved to the area, there was dedicated bike infrastructure along University Boulevard which made traveling in the area substantially easier than it is now. Those were later removed and I would love to see a return of bike-centric infrastructure in the area. There are many wonderful shops and restaurants in the area but the hazards around university makes traveling to them without a car unnecessarily time-consuming and dangerous despite being close to my home in terms of actual distance.

In regards to zoning changes, I can see only benefits to offering more affordable and diverse housing options in the area. This area is a wonderful place to live but is quickly pricing out first-time home buyers. I would gladly welcome these prospective new neighbors to a more walkable and livable neighborhood.

Warm regards,
Morgan Conway

From: [Marc Katz](#)
To: [MCP-Chair](#)
Subject: Fwd: We oppose the Montgomery County University Blvd Corridor Plan
Date: Tuesday, March 4, 2025 2:53:16 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Mr. Harris-

We are STRONGLY opposed to the University Boulevard Corridor plan for the following reasons:

- Converting more general purpose traffic lanes on University Blvd to dedicated Bus Rapid Transit (BRT) Lanes will dramatically increase traffic congestion during rush hours. Previous changes to general purpose lanes have been detrimental. Having Northwood High School on that corridor is an additional reason NOT to reduce the number of general purpose lanes. **PLEASE, do not add more BRT lanes to University Blvd.**
- Rezoning Kemp Mill Shopping Center to commercial-residential and high density housing will necessarily encourage changes in the use of properties in Kemp Mill Shopping Center. Those businesses must not be tampered with. The businesses in Kemp Mill Shopping Center must be left alone or the stability of the Kemp Mill community will be damaged. **PLEASE, do not re-zone Kemp Mill Shopping Center.**

Sincerely,

Marc and Debbie Katz

[REDACTED]

Silver Spring, MD

From: [ANDREW GILSON](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan
Date: Tuesday, March 4, 2025 3:29:15 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I am a resident of University Towers Condominium which is at the intersection of University Blvd and Arcola Ave. I would like to express my opposition to the University Boulevard Corridor Plan. I am particularly concerned about the plan's impact on the already heavy traffic on Arcola Ave. Currently it is very difficult and unsafe to exit the University Towers lot on the Arcola side and traffic on Arcola Ave backs up constantly. Adding more residential units in that neighborhood, especially near the Kemp Mill Shopping Center will make this even worse.

The Kemp Mill Shopping Center is a gem in our neighborhood and I am against any plan that will increase traffic and put the small businesses there in jeopardy. I totally agree with the majority testimony against the plan for all the reasons that were expressed at the public hearing.

Thank you.

Andrew Gilson

[REDACTED]

Silver Spring, MD 20902

From: [Anne Pyne](#)
To: [MCP-Chair](#)
Subject: Against university blvd plan
Date: Tuesday, March 4, 2025 6:41:29 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good evening,

I have been a resident and homeowner of Woodmoor for over 8 years. I am completely against the proposed plan for the University Blvd corridor. Especially now given the current climate where this and of jobs are being lost daily, it does not make sense to move forward with such changes. The proposed changes will not help with the current traffic. I hope you consider my thoughts as well as our neighborhood association's letter against this development.

Thanks,
Anne Pyne

From: [Caroline M](#)
To: [MCP-Chair](#)
Subject: Request to add testimony or comment to University Corridor Plan
Date: Tuesday, March 4, 2025 9:04:52 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good morning,

I reside at 1800 Ladd St, off of University Blvd. I apologize that we were unable to attend the planning meeting that recently took place, but I have read about the rezoning recommendations and I would like to object to any changes to property zoning along the road from Reddie to Inwood. Our house is not that far from the proposed properties, and I would like to echo resident concerns regarding our safety due to the increased car and foot traffic that commercial property could bring. I am also concerned about property values if the viewshed is negatively impacted by the proposed changes. Finally, we have deer, fox, rabbit, raccoon, and other animals that pass through our yard in a little wildlife corridor off the Sligo Creek habitat, and I am also concerned about the ecological impact of potential changes. Please consider limiting commercial development to the greatest extent possible.

Thanks very much for your time and effort in hearing community concerns.

Regards,

Caroline Marsh

From: [Robyn B](#)
To: [MCP-Chair](#)
Subject: Please stand against the University Blvd corridor plan.
Date: Tuesday, March 4, 2025 11:08:33 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good evening. I would like to convey my very strong objections to the rezoning of houses asking University boulevard. Rezoning to include multi-family dwellings and commercial facilities will increase traffic on University boulevard, making the pedestrian unfriendly streets less friendly, increase traffic in surrounding neighborhoods and ruin the character of the area. In addition, it is completely unnecessary as there are large amounts of empty commercial space available already.

Please stop trying to ruin our neighborhoods with these unnecessary and disruptive rezoning plans. They help nobody and force families who want quiet and safe neighborhoods to raise their children to look elsewhere.

Thank you.
Robyn Bent

From: [Maria Warner](#)
To: [MCP-Chair](#)
Subject: Opposition to all things related to re-zoning Woodmoor and University Blvd
Date: Wednesday, March 5, 2025 8:18:00 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Artie,

I am writing to express my deepest opposition to the re-zoning of Woodmoor along with the master plan to update University Blvd.

Both projects are absurd. Let's start with Woodmoor. We bought our house in a quiet community not to have the re-zoning literally shoved down our throats. This is grossly unfair what you are doing. This impacts our lives, our families, our homes. And just an FYI, this will do NOTHING for affordable housing, but will profit the developers who are the ones who will gain from this mess.

As far as University Blvd, it was never meant to have bike lanes, trike lanes, and other nonsense in lanes of traffic!!! It was not meant to pedestrian traffic. That is like putting bike lanes on the capital beltway. It's just utter nonsense and you know it.

Stop this now. We do not want this shoved down our throats which you know full well you are doing. The entire community is opposed to this.

Thank you.

Maria Warner

From: [Rosalyn Malin](#)
To: [MCP-Chair](#)
Subject: UBCP
Date: Wednesday, March 5, 2025 9:47:46 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Montgomery County Planning Board,

Please note that I am a resident of Kemp Mill Estates, a registered voter and I am totally opposed to the plan for University Boulevard (UBCP).

After reviewing the plan, it appears to me that the plan favors developers over the residents (whom you are supposed to be helping).

This plan threatens our communities and daily lives with chaos and loss of present services and amenities. As a senior citizen living in a home in Kemp Mill, the plan seems to present major problems (and I am not the only senior citizen living in a home in this area.) It is **morally indefensible** to cause harm to existing community members, while giving developers financial incentives, 25 year tax breaks, expedited approval processes and less restrictions.

This plan is poorly designed. There is no guarantee that the plan will produce homes for the working class it proposes to be helping.

I and many of my neighbors are concerned that the More Housing NOW plan will:

- * Harm residents
- * Destroy small important businesses we rely on for our essential daily needs
- * Overcrowd our community
- * Raise our taxes
- * Dramatically increase traffic congestion (especially with, and even without, the changes proposed in the UBCP)

If you are truly interested in helping workers obtain homes, please choose locations that do not threaten an established and thriving community (such as ours). It is morally wrong to cause harm to existing community members, while giving developers financial incentives, 25 year tax breaks, expedited approval processes and less restrictions.

Also, have you considered the wishes of the workers that you claim to want to help? Many of those working class families want single family homes with a yard and not an apartment. Besides, there are apartments all around Montgomery County

advertising vacancies at low prices (both rental and condo). They are not overwhelmed with residents looking for apartment life.

I respectfully request that you reconsider the use of the funds allocated for this project.

Physicians take the Hippocratic oath which includes "first do no harm". Certainly, politicians also should keep in mind that they should **FIRST DO NO HARM**. If there is really a need for more dwellings, find more neutral locations (locations that will not harm the current residents) for these excessive building projects. Residents who already own homes and who love their communities deserve your support and help. Please don't destroy our communities.

Sincerely,

Rosalyn Malin

From: [ryan phillips](#)
To: [MCP-Chair](#)
Subject: University boulevard plan
Date: Wednesday, March 5, 2025 10:04:03 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good Morning,

I hope this message finds you well. My name is Ryan Phillips and I live off Whitestone Road in Woodmoor in Four Corners.

My neighborhood and community will be extremely impacted by the proposed changes and I am writing to you to discuss legitimate concerns from me and my neighbors.

I believe all of the proposed changes are with “affordable housing” in mind. However, I have yet to see one impact study that proves that rezoning this neighborhood, specifically, will lead to affordable housing. I understand the need to build apartment buildings, but the negative impact of rezoning a neighborhood like Woodmoor far outweigh the benefits, and the planning board has failed to, conversely, say how the benefits far outweigh the negatives - which should be the entire goal of a project such as this.

I know there is a way to build apartment buildings and redevelop some older commercial buildings off university without touching the quaint neighborhoods that surround it, but for some reason that option is being overlooked. Not to mention the increase in traffic, the increase in need for parking, and the diminishing of travel lanes, which all come at a substantial cost.

I think this committee needs to weigh the opinions of those in the community, who have a real vested interest in the area, against those with a profit agenda.

It’s unfortunate that time and time again the little voices go unheard and we routinely give in to politics and profit motivation. I can without a doubt say that none of this would happen in Bethesda or Potomac, but here we are getting one over again on the already marginalized.

Thanks for your attention. I sincerely hope you consider my thoughts and views, and others who have decided to put roots down in these special places.

Best,
Ryan Phillips

From: [Adina Friedman](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plans
Date: Wednesday, March 5, 2025 11:08:37 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear MCP Chair,

I read and watch with alarm the plans your council has to dismember our lovely community. Between the revamping of the roads and the substitution of bus lanes, the rezoning for higher density housing, and the major speed limit reductions. It is clear that you want to rewrite the character of all of our little neighborhoods between the Beltway/Colesville rd and Georgia Avenue.

What do you have against middle class neighborhoods with modest private houses? Our neighborhoods are multicultural, multi-racial, tolerant and kind. As you well know, building high density housing ups the likelihood of crime. You will be destroying kind and quiet neighborhoods to promote a woke social agenda. Your efforts to remake University Blvd into a one-lane each direction road will make it harder for people to get to work, take their kids to school, etc. I find it very interesting that you don't dare try to do these things to upper class neighborhoods like Bethesda and Potomac. You know that the local money and political power will not support destroying their own neighborhoods.

I drove through Wheaton the other day and saw all the empty high rise apartments and multi-dwelling garden apartments. There is plenty of room for people who want to rent in high-density housing areas. Why destroy happy neighborhoods?

Voters will remember this effort to dismantle our way of life and create communities that are hostile to quiet family living.

Please do not continue in this terrible direction.

Adina Friedman

--

Adina Friedman

From: [Adina Friedman](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor changes
Date: Wednesday, March 5, 2025 11:56:57 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear MCP Chair,

I read and watch with alarm the plans your planning board has to dismember our lovely community. Between the revamping of the roads and the substitution of bus lanes for driving lanes, the rezoning for higher density housing, and the major speed limit reductions. It is clear that you want to rewrite the character of all of our little neighborhoods between the Beltway/Colesville rd and Georgia Avenue.

What do you have against middle class neighborhoods with modest private houses? Our neighborhoods are multicultural, multi-racial, tolerant and kind. As you well know, building high density housing ups the likelihood of crime. You will be destroying kind and quiet neighborhoods to promote a woke social agenda. Your efforts to remake University Blvd into a one-lane each direction road will make it harder for people to get to work, take their kids to school, etc. I find it very interesting that you don't dare try to do these things to upper class neighborhoods like Bethesda and Potomac. You know that the local money and political power will not support destroying their own neighborhoods.

I drove through Wheaton the other day and saw all the empty high rise apartments and multi-dwelling garden apartments. There is plenty of room for people who want to rent in high-density housing areas. Why destroy happy neighborhoods?

Voters will remember this effort to dismantle our way of life and create communities that are hostile to quiet family living.

Please do not continue in this terrible direction.

--

Adina Friedman

[REDACTED]

Silver Spring MD 20902

Mary Moore
701 Justin Way
Silver Spring, MD 20901
February 25, 2025

Dear Montgomery County Planning Board,

I have resided on Justin Way since 1989. My husband and I have looked at other areas but never found any place better! We LOVE the neighborhood. I've served on the Sligo Woods Civic Association Board in several positions and I know our neighborhood well.

I am writing this letter in opposition of the UBC plan. It is obvious that the planners did not incorporate our wishes. Let me speak to just our neighborhood which runs from Sligo Creek Parkway to Dennis Avenue. My major concerns are the zoning, traffic, parking and loss of neighbor's land. It does NOT increase affordable housing.

Why in the world would we want the CRN zone within our neighborhood? The plan takes it back one block, but the highlighted section brings it back 3 blocks and I heard Jason, from the planning board, say it should go back 3 blocks. We already have parking problems with Collins Funeral Home and the homes already here. I DON'T want to be surrounded by duplexes, triplexes and small apartment buildings. Our neighborhood is already among the most affordable and diverse. Please leave us alone and fix a neighborhood that needs more affordable housing and diversity.

With the changes expected on University, the traffic on Gilmore and Tenbrook will significantly increase making our neighborhood streets unsafe for children to play and ride their bikes. We don't want more traffic in our neighborhood.

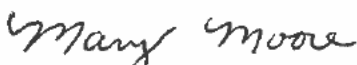
The UBC planners talked a lot about making University safer and the sidewalks wider. Yet the SHA will be making those changes so the county can only suggest. Some neighbors on University will be losing land to the widening after we were told that would not happen. We also let the county and state know that the intersection of Gilmore and University is very unsafe, yet the plan includes opening other roads such as Orange onto University.

When the red line shut down last summer, the police told us that crime in Wheaton went down because the criminals could not jump on the red line and leave. We are concerned that the BRT increasing could mean a rise in crime. ALSO two years ago, we were told that we had one of the highest riderships in MoCo. Should you not be trying to increase ridership where it is low?

The plan states that currently we have 3,400 housing units and the plan will allow for 4,000 more. What! More than doubling the units but NO plan for schools, increase in police or fire, no improvements to our park (Breewood), or any other infrastructure. The UBC uses the wait and see approach.

In summary, I think the UBC plan is not in the residents best interest. It will add crime, parking problems, traffic congestion, overcrowded schools, and many more infrastructure problems. The housing will become less affordable for new neighbors as well as those of us already here.

Sincerely,



Mary Moore

From: [Peter Grigg](#)
To: [MCP-Chair](#)
Subject: Objection to University Blvd Rezoning
Date: Wednesday, March 5, 2025 2:25:03 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I am a resident of Indian Springs terrace. I have reviewed your proposals for university blvd and staunchly object as the plans are short-sighted and only benefit interest groups at the expense of the neighborhood.

Regards,
Peter Grigg



From: [Chester Katz](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor comments
Date: Wednesday, March 5, 2025 8:14:47 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I would like to make some observations and comments concerning the University Boulevard Corridor plan.

PRELIMINARY:

I am a recently retired real estate attorney, who spent a considerable portion of the last 10 years consulting for several local developers in the course of the site plan approval process. I am familiar with both the county zoning classifications and the land use process. I am also pre-disposed to planning for the future in an organized fashion.

NB: I live 2 blocks from University Boulevard, just outside the eastern boundary of the plan, and was not aware of it until recently. The only community meeting that I was able to attend was the last one before the public hearing. I live just inside the western boundary of the East Silver Spring Plan, which is at an earlier stage of the process. I look forward to a greater level of participation as that plan advances.

At the meetings that I have attended, the members of the Planning Department team(s) that I spoke to were happy to speak to somebody who understood the process and was generally supportive. I emphasized to them that (1) it is critical to explain the plan to the public in language that the public can understand, and (2) that the details of implementation of the plan are more critical than the plan itself.

ZONING:

In general, I support the re-zoning portion of the plan. At the community meeting, I explained to other attendees that re-zoning does not require immediate conversion to higher intensity uses, but merely offers options other than building “McMansions” under the existing zoning; and that the process of change will be gradual over a period of several decades.

I do have some doubts about whether sufficient population density will develop around the proposed Bus Rapid Transit nodes to support the proposed commercial development around them. Between the proposed nodes, the proposed traffic plan will restrict direct access from University Boulevard.

TRAFFIC:

[Preliminary: I am aware that the Maryland Department of Transportation is proceeding on a parallel track pursuant to policies being implemented at the state level, and that the State Highway Administration has advanced further in the process than the county in several aspects. I am also aware that state policies supersede county policies when they conflict.]

Pedestrian improvements (sidewalks and buffers): I wholeheartedly support these, for reasons of improving both safety and usability.

Bus lanes: While I did not believe there would be sufficient bike traffic to support converting an entire traffic lane to a bike lane, I do support the conversion of a traffic lane to a bus/bike lane. While I have seen very little bike traffic, I have noticed e-scooter riders using the lane. That is safer than weaving between cars.

Left turn restrictions: I am generally supportive.

Reductions in speed limits: This will not work as well in real life as in the abstract. At this time, a significant number of drivers appear to be so intimidated by the sole existing speed camera in the corridor that they drive 5-10 miles per hour below the 35 mph speed limit between Wheaton and Four Corners. Because there are now only 2 vehicular lanes, it is harder than before to go around them. This is resulting in increased tailgating and other forms of aggressive driving. If the speed limit is lowered further, this problem will increase → safety will decrease.

Beltway interchange with University Boulevard (the Colesville Road interchange appears to be outside the plan boundaries): I am supportive. I look forward to the exit from the inner loop being converted to the same configuration as the exit from the outer loop, which will be a significant safety improvement. I note that this part is within SHA jurisdiction.

Four Corners: This is the most complex part of the plan, and the biggest challenge. There may be no effective solutions. My biggest concern is a consequence of the interaction of several of the proposed changes.

The traffic on northbound Colesville Road backs up to and past University Boulevard during evening rush hour. Because of the resulting gridlock, it is very difficult for eastbound traffic on University Boulevard to turn left onto Colesville Road, and the traffic on University Boulevard backs up. Once the vehicular lanes on both roads are reduced from 3 to 2, traffic on both roads will come to a standstill during rush hour. Once the backup reaches the Colesville Road exit on the Beltway, the backup will spill over onto the Beltway.

Since I am retired, I have the luxury of planning my trips to avoid Four Corners in rush hour. Most people don't have that option. It would be reasonable to expect a portion of the drivers to try to go through the residential subdivisions in an attempt to avoid the gridlock.

CONCLUSIONS:

I have tried to provide constructive comments, and hope that they will be of use.

I do have two general comments. Both are intended more for the County Council.

1. In its current form, the traffic proposals taken as a whole are divisive. They are setting those who have cars against those who don't have cars. At this time, we should strive to avoid division.
2. At one of the community meetings, I was told by a traffic planner that one of the plan goals is to modify behavior. I will observe that if too many people are forced to

modify their behavior too much, they will also modify their voting behavior. Please remember that perfection is the enemy of good.

Best regards,

Chester Katz

From: [S lastname](#)
To: [MCP-Chair](#)
Subject: University blvd corridor plan
Date: Wednesday, March 5, 2025 8:54:05 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hi,

I am against this plan. Arcola and University are congested enough during rush hour. The mostly empty bus lanes are making it worse. Adding more people to an already congested area makes no sense. Build this nonsense plan in Potomac where home plots are the equivalent in size to 4-5 homes in Kemp Mill. Large landed areas are where new infilling should occur- not already overcrowded areas.

Soraya Grieser

From: [Anne Brothers](#)
To: governor.moore@maryland.gov
Subject: Against university boulevard plan
Date: Wednesday, March 5, 2025 10:04:18 PM
Importance: High

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good evening,

I have been a resident and homeowner of Woodmoor for over 8 years. I am completely against the proposed plan for the University Blvd corridor. Especially now given the current climate where countless federal jobs are being lost daily, it does not make sense to move forward with such changes. The proposed changes will not help with the current traffic. I hope you consider my thoughts as well as our neighborhood association's letter against this development.

Thanks,
Anne Pyne

Sent from my iPhone

From: [nivtapiro1](#)
To: [MCP-Chair](#)
Subject: Objection to disastrous plan for Kemp Mill and surrounding areas.
Date: Thursday, March 6, 2025 9:13:54 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hi, my name is Niv Tapiro and I'm writing to inform you of my obvious objection to the disastrous plan of fundamentally changing and eliminating everything that makes this area great.

Rezoning, adding affordable dense housing (political fancy talk for section 8), reducing speed limits, reducing driving lanes, and increasing taxes and regulations all have, do, and will continue to destroy communities.

As I know you're well aware, we do not have any demand within our communities for such changes. These changes are pushed from above to accomplish personal goals of certain politicians and bureaucrats.

These changes will destroy the economy of montgomery county, one of the wealthiest counties in the United States, and force the people who made this place great to leave, in which case you'll be left with obligations and nobody to pay for them.

We DO NOT want this gem of a community, our peace, our area's beauty, our property values, our communal feeling and ties, and our safety to be demolished.

Reject this obviously disastrous plan or face mass departure of the people making this county and state great, and prosperous.

From: [Mindy Tolchinsky](#)
To: [MCP-Chair](#)
Subject: Input on University Boulevard Corridor Draft Plan
Date: Thursday, March 6, 2025 12:31:40 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello,

As a thirty-plus-year resident of Kemp Mill in Silver Spring, I am writing to express my sincere opposition to many elements of the University Boulevard Corridor Draft Plan. I believe that the implementation of these measures will do serious, irreparable harm to the local community.

The problems I envision are too numerous to list, but here are my main considerations:

- The plan to upzone part of Arcola Avenue and all of the Kemp Mill Shopping Center for mixed use is untenable. It would create massive congestion on Arcola Avenue (already subject to backups at numerous times during the day since it was reduced to one lane in each direction). The increased traffic would be further inhibited by the proposed speed limit reduction to 20 mph on Arcola Avenue.
- Besides the increased congestion noted above, a rezoning of the shopping center would have far-reaching negative impacts on the quality of life of our community. Our center — and its hard-working, independent merchants — provide vital services and products to our community. Rezoning will likely result in several of these businesses closing (at least temporarily, perhaps permanently). In particular, the Shalom Kosher Supermarket is the only kosher supermarket in the Silver Spring area and its closing (whether temporary for construction or permanent) would leave kosher-observant consumers (the majority of whom are residents of the local Kemp Mill community) with no option to obtain kosher food without traveling all the way to Rockville. It is shocking that the County would consider a plan that would have such detrimental effects on the culture of the local community.
- There are many other, wide-open areas across the County that have the potential for this type of high-density development. It is mind-numbingly shocking that the County has chosen an already dense community with limited ingress and egress to increase the density in such a dramatic, negative manner. I note, as do many of my neighbors, that we do not see proposals of this type for construction in areas such as Potomac, where there is clearly more space and access for this sort of project.
- Elimination of all right-turns-on-red throughout the area will just further increase the already untenable congestion in our area. While I support banning these turns at intersections where visibility is a challenge, these turns are a valuable, fuel-conservation and traffic reduction tool.

As I noted, there are numerous other problems with this proposed plan. But it is the tone-deaf manner in which the County is proposing to wreak havoc with the harmony, culture, and livability of our local community that I find most shocking. I respectfully request that the County reexamine this plan in light of the strong opposition of so many local residents — residents that the County purports to serve.

Sincerely,
Mindy Tolchinsky
[REDACTED]
Silver Spring, MD 20902

From: royrosenbaum.rr@gmail.com
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plan
Date: Thursday, March 6, 2025 9:00:26 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Mr. Artie Harris, Chair

Dear Mr. Harris,

I am a long-time resident of the Kemp Mill area of Silver Spring. I first lived here in the 1980s and 1990s when I worked in Washington, DC. I moved away when I left for other employment opportunities, but have returned in 2018 for my retirement. The community has only grown more outstanding in the intervening years. I have found many new friends here who, like me, found the surroundings so attractive that they relocated here.

However, I write to you now because I am concerned that the Planning Department might inadvertently cause future possible newcomers to select other cities in which to live. One of the great features of living in Kemp Mill is the Kemp Mill Shopping Center. The stores are wonderful, but the parking lot is already often completely filled. New apartments in the area will make it more and more difficult for residents to access the stores. I urge you to consider erecting new high-rise apartments in a locale farther away from the Shopping Center.

Further, a neighbor has suggested to me that the Planning Department is considering razing the Shopping Center altogether. I truly hope my neighbor is misinformed, as its presence is a major factor in the quality of life for all of us who live here.

Thank you for giving consideration to my letter.

Sincerely,
Roy Rosenbaum



Silver Spring, MD 20902

From: [Catherine Hanley](#)
To: [MCP-Chair](#)
Subject: Testimony from resident affected by University Blvd Planning
Date: Friday, March 7, 2025 12:48:08 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To whom it may concern,

I live in a one bedroom condo at 2075 Westchester Drive, our condo building is next to the WTOP property.

I am writing to express my personal opposition to the proposed WTOP development as a neighboring resident and other areas of the plan.

I have lived here for 8 and a half years, and find the WTOP property behind my property to be peaceful and tranquil neighbor. I consider myself living in the suburbs and I chose to live in suburbs because it's quiet and calm. I know there is more urban developments just blocks away in Wheaton but my immediate neighbors are residential homes, and the closest businesses are short single story commercial businesses. I do not want to live next to a high rise development. I do not want to live next to increased crowds and noise. I do not want tall buildings shadowing my home. That is why I chose to live here on Westchester. I also think the traffic on university and especially around the Amherst intersection is already very busy and this project would make traffic much worse.


I understand you want more housing opportunities for the community. Please take into consideration, existing residents like myself that have built their life here. Not to mention, my building has 12 units and 4 are HOC housing, which is an extremely large percentage of the building, which causes us much difficulty because their residents and property managers don't respect the property and refuse to work efficiently with our other residents and manager, but regardless, we respect them as neighbors, and it is a great program that benefits the community at large and I respect that they are here.

Like many of the owners in my building (half of us actually), I am a single female that lives independently and works hard to do so and support myself. I do not have a large salary, but I pay the same property taxes as everyone else in the zip code. I bought my property in 2016 for only \$136k, which I considered myself lucky to be able to do, and have reasonable mortgage payments. If I am forced to relocate because of your development plans, it will end up being extremely costly to stay in the area and I'm probably going to be priced out of the area. Leaving the area to find cheaper housing would be extremely disappointing. I was born at Holy Cross Hospital 39 years ago and grew up in this area, and have chosen to live here my whole life. I enjoy living by my friends and family and local businesses. It feels like you want to welcome new residents to the area with new housing opportunities but please consider people that already lived here their whole lives and have made homes here and have been happy with how things are currently and how we are going to be negatively affected by the development plans.

Finally, I feel similiar to other neighbors who gave feedback at the public hearing. I do not want an increase in large properties (whether commercial or duplexes or apartments) along the blvd. I do not want local businesses in Kemp Mill and Four Corners to be negatively impacted. I do not want the traffic to be worse than it already is by decreasing lanes on this blvd and other proposed changes.

I feel that with some of these proposed development plans that the home I've made for myself over many years (through hard work), the home that makes me feel safe and that I love dearly, has an expiration date and I won't live my full life here. That makes me sad. I hope you reconsider some of your plans based on community feedback, which I hear is overwhelmingly against the plans.

Thank you for reading this and considering my feelings and opinions. I very much appreciate the opportunity to share them!

Catherine Hanley


Sent from my iPhone

From: [Anne Noel Occhialino](#)
To: Councilmember.Stewart@montgomerycountymd.gov; [MCP-Chair](#)
Subject: Concerns about plans impacting Four Corners
Date: Saturday, March 8, 2025 10:39:03 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good morning --

I am a twenty-year resident of the Woodmoor neighborhood in Four Corners. I am writing to express my concern over the two plans to redevelop and rezone this area. I understand the University Boulevard Plan to propose adding 4,000 housing units by upzoning 536 single-family homes AND that it would strip a traffic lane (or two) in each direction. As a long-time resident, I can tell you that the traffic is already nearly unbearable. I understand no impact studies have been done. It often takes me 7-10 minutes, for instance, to get from my house to the Beltway onramp of Route 29 southbound. With an extra 4,000 units of housing, the congestion will only worsen. I am also concerned about where students for these extra 4,000 units will go. My kids went to Montgomery Knolls (just expanded when they went) and Pine Crest (just expanded again). How could we undertake such a major project without impact studies?

Although I am less familiar with it, I understand there is another similar ussplan (the NOW plan?) to change zoning along University. While I share the concern with the lack of affordable housing, the rezoning to allow multiplex and apartments leads to the same concerns about traffic/congestion/schools as I stated above. And I further understand that only 15% of the units will have to meet the requirement for workforce housing (which I assume is attainable housing). If it's that low, I don't see how this makes much of any dent in affordable housing crisis and would seem to mostly benefit developers.

Thank you for considering my concerns -

Anne Noel Occhialino

[REDACTED]

Silver Spring, MD
20901

From: [Odelia Sussman](#)
To: [MCP-Chair](#)
Subject: University blvd corridor plan
Date: Saturday, March 8, 2025 7:45:47 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear MCP chair,

My name is Odelia Epstein and I live in and own a home in Kemp Mill, MD with my husband and 3 children. I am dismayed to see how the university blvd corridor plan will affect my family and neighborhood. Reducing speeds further on university blvd will make it take even longer to get out of the neighborhood. I live deep into kemp mill and it takes about 5-8 minutes to drive to university blvd.

In addition, the kemp mill shopping Plaza on arcola and lamberton and it's store is a literal lifeline to our neighborhood. A change in the zoning would get rid of the current stores there which make our neighborhood better by providing access to groceries, kosher food and a pharmacy. Please don't let this go through. It will make the neighborhood worse for me, my family and neighbors. In the long term loosing the plaza and it's surrounding area to housing will have a negative impact on the kemp mill community. It will impede our ability to thrive.

Thank you for your time and consideration-

Odelia Epstein
Silver Spring Resident

From: [Max Lerman](#)
To: [MCP-Chair](#)
Subject: UBC Comments
Date: Sunday, March 9, 2025 1:10:50 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Commission,

My name is Max Lerman and my wife and I moved to Kemp Mill about 5 years ago because of the community, accessibility, safety, and amenities the neighborhood provides. I am not in favor of substantial portions of the UBC project as many of the proposals conflict with the core reasons I chose to move to Kemp Mill.

I respond to the main points of the project below:

Bus Rapid Transit Lanes

- **Dedicated Bus Rapid Transit (BRT) lane in each direction on University Boulevard and Colesville Road (a removal of four entire travel lanes through Four Corners)**
- - *“Convert existing general purpose traffic lanes to dedicated transit lanes, in a manner consistent with other county policies.”*

Response:

I am a big proponent of public transportation; however, this plan only seeks to change the roadway without the other necessary steps to make mass transit used and widely accessible in this corridor. There are no assurances that rapid transit bus routes will actually become part of the corridor, what the schedule will be, and the cost. The plan only looks at the changes to the roadway which should not be made in isolation to these critical components. In other words: what is the plan for starting BRT service and how do the members of the impacted communities know these will work for their commuting needs?

Rezoning for Higher Density Housing

- Plans to upzone part of Arcola Ave and all of KM Shopping Center for mixed

use (commercial-residential and high density housing).

Response: While I agree more housing is needed in Montgomery County, it is not clear why an already densely populated area needs to have more dense housing added. There are many under developed areas across the county which are equally needing improved rapid transportation to make them more easily navigable without a car. In addition, this plan would close the only existing walkable grocery store, pharmacy, liquor store, and several restaurants in the neighborhood. A big part of moving to this community was those amenities. In addition, many of these businesses are locally owned. So, in addition to making Kemp Mill, technically, a food desert with this plan you will likely close several local businesses, potentially indefinitely, and create significant hardships for those people who rely on those stores for both food and their livelihood.

Major Speed Limit Reductions *(enforced by new speed cameras)*

- **University Boulevard:** Lowered to **30 mph throughout** and **25 mph in Wheaton**
- **Colesville Road:** Lowered to **30 mph.**
- **Arcola Avenue:** Lowered to **20 mph.**
- **Dennis Avenue:** Lowered to **20 mph.**
- **Lamberton Drive:** Lowered to **20 mph.**
- **All Side Streets:** Lowered to **20 mph.**

Response: It is clear, as someone who drives this portion of University Blvd, that the road was designed for speed limits substantially exceeding these numbers. While I agree that may not be appropriate in all areas, the solution to place speed cameras and lower the speed limit is likely to cause more crashes as people brake for the cameras and increase the danger on the corridor. If the county is serious about making the high pedestrian zones safer, they would employ more rotaries, road redesign, and signage measures to force the speed of the road to be lower. Instead of considering these, considerably, more expensive options, you have selected to essentially take the easy route and generate more revenue from an already modest income area.

If you are serious about pedestrian safety, redesign the road and change the speed limits. Don't take any half-measures.

No Right Turns on Red

- A complete ban on right turns on red at **every signalized intersection** within the University Boulevard Corridor area.

Response: see comments on speed limits as the concerns ring true here. If you are serious about pedestrian safety, don't take half measures and redesign the actual road way and not just the human created rules which surround its use.

Elimination of Merge Areas

- Removes merge zones, including the 'yield area' from Arcola Avenue on University Boulevard.
- In addition to **removing ALL merge areas**, the Plan also calls to make it even harder to get on and off University Boulevard, as explicitly stated in the plan:
 - - *"Signalize, restrict, or close median breaks along University Boulevard."*

Response: see comments on speed limits as the concerns ring true here. If you are serious about pedestrian safety, don't take half measures and redesign the actual road way and not just the human created rules which surround its use.

Changes to Interstate 495 Access

- Remove right-lane yield sections for drivers getting onto and off Interstate 495 and add new traffic signals (posted No Turn on Red) with hard right turns for getting onto and off the Capital Beltway.
- This is explicitly stated in the University Boulevard Corridor Plan below:
 - - *"Reconstruct interchange ramps to conventional 90-degree intersections instead of merge lanes, consistent with MDOT SHA Bicycle and Pedestrian Design Guidelines." & "Signalize all turning movements to provide protected phases for pedestrian and bicyclist crossing."*

Response: This sounds reasonable.

I hope you take into consideration the concerns of the community and update the improvements to the corridor accordingly.

Max and Paulina Lerman



From: [Micah Segelman](#)
To: [MCP-Chair](#); councilmember.Fani-Gonzalez@montgomerycountymd.gov
Subject: Re: University Boulevard Corridor Plan
Date: Sunday, March 9, 2025 2:15:10 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello,

I wanted to make one additional point after attending the planning board meeting at the end of February.

I love this neighborhood. I moved here almost 9 years ago from NYS after completing graduate school. I was attracted by several factors but the most important one was the flourishing Orthodox Jewish community in Kemp Mill. Kemp Mill overall is a wonderfully diverse and friendly community, and the Orthodox community is extremely special. The Orthodox community depends heavily for its survival on strong institutions including schools, synagogues, stores, and other small institutions. This plan can cause great harm to Shalom Kosher as well as other local institutions. Please do not pass any plan that does not address the concerns of causing harm to the Orthodox Jewish communal institutions as well as addressing the traffic concerns I mentioned below.

Thank you,

Micah Segelman

On Sat, Feb 15, 2025 at 11:15 PM Micah Segelman <micah.segelman@gmail.com> wrote:

Hello,

I am writing to express concerns with the proposed Univ Blvd Corridor Plan. My wife recently wrote an extensive letter to the chair of the planning board about this subject (below). I agree with her, and wanted to specifically call out one item:

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Four corners is a very high traffic area and we need to figure out how to reduce congestion, not increase it. Decreasing the number of lanes at this corner is a terrible idea. Anyone who drives in this area should know this.

Please do not make changes that would make traffic worse in our area.

Thank you for your time and attention to this matter,

Micah Segelman

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to

operate effectively.

Thank you for your time and consideration.

Sincerely,

Michal Segelman
Kemp Mill Resident

From: [Judy Rosenthal](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plan
Date: Sunday, March 9, 2025 3:26:29 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Please consider my comments below under the Extension of Written Testimony Deadline for the meeting that took place 2/27/2025.

I'm Judy Rosenthal and my husband and I are homeowners at 1220 Arcola Avenue, Silver Spring 20902.

We are very grateful for the planning board's consideration of community input.

We are extremely concerned about both aspects of the proposed plans.

1. Rezoning our neighborhood shopping center threatens an irreplaceable and vital resource for the Orthodox Jewish population of Kemp Mill, many of whom access the kosher grocery store and kosher restaurants on foot. The proposed rezoning also puts multiple small businesses in peril.

It's difficult to overstate how disastrous this would be for this enclave of solid citizens who must patronize only kosher grocery stores and restaurants, and who currently have those resources right where we live.

2. The proposed traffic plans might be workable for a small segment of the area's population, but they would lead to misery for the vast majority of residents in the whole area—everyone from working singles, to young families, to midlife working parents, to empty nesters and retirees.

With respect, in light of these negative impacts, we strongly urge the Planning Board to call off all these plans.

Thank you very much for your consideration—

Judy Rosenthal



Silver Spring MD 20902

Sent from my iPhone

From: [Timothy Tawney](#)
To: [MCP-Chair](#)
Subject: February 27 UBC Hearing Written Statement
Date: Sunday, March 9, 2025 10:39:35 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members.

I am writing to voice my general dissatisfaction with the University Boulevard Corridor Plan for which the public hearing was held on February 27 and the website indicated written statements would be accepted until March 13.

I live in the Sligo Woods neighborhood, just off of University Boulevard and within the plan boundaries. While I appreciate the need for certain elements covered in the plan, as drafted, it does not meet the needs of the existing community and in fact will make most of the things we are experiencing worse, not better. This plan is not drafted for those already living in the neighborhood (and in fact we are being pushed aside), rather it is an idyllic vision for a utopia that will never exist, and frankly was not asked for by those living here now with some very few narrow exceptions (pedestrian and traffic safety).

The core tenant of the plan is to increase the housing density along the corridor to meet the housing needs of the county as a whole through rezoning. While noble in its intent, such an influx of people cannot be supported by the current or even proposed infrastructure. Traffic, water/sewer, electricity, and most of all schools are already taxed beyond reason and cannot handle such an influx and the plan drafters simply keep saying any new development will have developers paying the county impact fees (which have just been lowered I might add) to cover the infrastructure needs. We all know this is unattainable - even if they pay a fee, there is no place to build new schools (nor sufficient money from the impact fees for the schools needed); no place to put in new power lines; no place to put in new water lines; and certainly, no room for more traffic. And the idea that public transportation will solve the traffic problems is also not realistic as both Metro and Ride-On have reduced the number of buses servicing the corridor in recent years.

While on the topic of rezoning, the proposal to rezone Collins Funeral Home, a service for which there is already a shortage in the county, as well as the Verizon substation that provides phone and internet services to the community, makes no sense. Overall, the idea that you can build high-rise buildings such that houses like mine would then not see the sun until mid-day, is extremely frustrating. And adding such buildings will exacerbate an already strained parking situation in our neighborhoods. It just feels that there needs to be a better way to find solutions than ruining the benefits of home ownership for those already living here.

In terms of traffic - the community's main concerns were safety, especially speeding, and pedestrian safety. I acknowledge the plan attempts to address the pedestrian issues, but does little to address the drag racing and general speeding (i.e., we need more police enforcement). Additionally, banning right turns and taking away dedicated left turn lanes will make getting into and out of our neighborhoods next to impossible.

For the four corners intersection, the data used is from March 2023. The traffic since that time has increased dramatically and the stated times for increased waits caused by additional traffic with the proposed changes is laughable and already exceeds those times without the reduction in lanes. The only solution to four corners is for the county to purchase the properties in the middle (McDonalds, 7-eleven, the church, etc.) and destroy those islands to create a normal intersection. When I proposed this to the planners, I was told that option was not being considered because it would make the intersection too wide to cross University Blvd. However, such a proposal would not make the intersection any wider than it already is to cross 29 at the same intersection, nor to cross University at Williamsburg Drive, nor New Hampshire Ave, nor several other interchanges along the road. In fact, if planned correctly, you could create a median buffer for people to wait if they are unable to make it all the way across.

I have had several discussions with the planners at various meetings and would be happy to have more on this to try to reach a plan that the communities would perhaps accept. I recognize I come across as sounding like a NIMBY, and for some of these, maybe that is the case that I just don't want change, but for a lot of the issues that I and others are raising, it is not about NIMBYism, rather serious flaws we can see with the plan and the negative impact it will have on the corridor.

Thank you.

Tim Tawney



Silver Spring, MD 20901

From: [Mike Gabai](#)
To: [marc.elrich@montgomerycountymd.gov](#); [councilmember.stewart@montgomerycountymd.gov](#); [MCP-Chair](#)
Cc: [councilmember.albornozt@montgomerycountymd.gov](#); [councilmember.glass@montgomerycountymd.gov](#);
[councilmember.jawando@montgomerycountymd.gov](#); [councilmember.sayles@montgomerycountymd.gov](#);
[councilmember.friedson@montgomerycountymd.gov](#); [councilmember.balcombe@montgomerycountymd.gov](#);
[councilmember.katz@montgomerycountymd.gov](#); [councilmember.mink@montgomerycountymd.gov](#);
[councilmember.fani-gonzalez@montgomerycountymd.gov](#); [councilmember.luedtke@montgomerycountymd.gov](#)
Subject: More Housing N.O.W. and the University Boulevard Corridor Plan
Date: Monday, March 10, 2025 1:16:07 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I have lived in Montgomery County since June 1978. I lived in downtown Silver Spring for 5 years and in White Oak for 4 years prior to moving to Kemp Mill in July 1987. During all of these years public transit was not a feasible method for commuting to work in Northern VA and various locations around the Maryland portion of the Beltway.

My wife and I are opposed to the More Housing N.O.W. and the University Boulevard Corridor Plans. The two plans are interlinked and poorly planned for implementation. They are more “social experiments” than practical solutions to address increased traffic and do not address strained infrastructure, such as increased student enrollments at nearby public and private schools; distribution of water and sewage, gas, telecommunications, and electric utilities’ networks.

Much of my long professional career (recently retired in October) has been in Operations Research, mathematical modeling, computer simulations, quality assurance, and systems engineering. Part of my analysis responsibilities involved evaluating overall systems requirements, questioning the assumptions, finding gaps, and validation and verification. Requirements need to be clearly stated and explicit. Validation

means “are we solving the correct problem?” Verification means “are we solving the problem correctly?” The system evaluation also involved testing for recovery from error and unforeseen conditions.

The documents from the planning board that I’ve seen beg this question, “what are the problems the planning board are trying to solve and what are the requirements to address these problems?”

I would be very interested in reviewing the data used to determine the recommendations provided by the plans to see if the plans are actually feasible, beyond the blatantly naïve view of, “Gee, wouldn’t it be great if...”.

What mathematical modeling and computer simulation studies have been done to:

- Compare existing traffic loads with three lanes versus two lanes and dedicated bus lane

- How many people will have to take buses in order to relieve congestion due to increased car traffic?

- What are the trade-offs between maintaining three car lanes and two lanes and dedicated bus lanes?

- Increase utility infrastructure to provide for the increased population

density

<!--[if !supportLists]-->○ <!--[endif]-->What impacts on the road networks due to more water mains and sewage pipes needed?

<!--[if !supportLists]-->○ <!--[endif]-->Will the new electrical and telecommunication wiring be underground or above ground?

<!--[if !supportLists]-->● <!--[endif]-->Increase student enrollments at public and private schools

<!--[if !supportLists]-->○ <!--[endif]-->Will new schools need to built? Where?

<!--[if !supportLists]-->○ <!--[endif]-->Is there space on existing sites to expand the current buildings?

<!--[if !supportLists]-->● <!--[endif]-->What are the provisions for increasing police, fire, and EMS stations?

<!--[if !supportLists]-->○ <!--[endif]-->

<!--[if !supportLists]-->● <!--[endif]-->Disruptions to existing communities

<!--[if !supportLists]-->○ <!--[endif]-->Increased traffic on side streets through residential neighborhoods

<!--[if !supportLists]-->○ <!--[endif]-->Increased traffic through shopping areas, such as the Kemp Mill Shopping Center which was never designed to handle such traffic loads

<!--[if !supportLists]-->○ <!--[endif]-->
>Displacement of existing businesses during the various construction efforts

<!--[if !supportLists]-->■ <!--[endif]-->Kemp Mill Shopping Center supports the local Orthodox Jewish community with kosher establishments such as Shalom's Kosher Market and restaurants. Shalom's, in particular, provides not only the local DC metropolitan area, but also many distant cities such as Richmond VA.

If this data is not publicly available, why not? What is it the Planning Board's "Thrive 2050" trying to hide? Why is there such a rush to approve such an ill-conceived plan?

I look forward to your reply,

Michael Gabai



Silver Spring, MD 20902

From: [Sara Kirner](#)
To: [MCP-Chair](#)
Subject: Re: Automatic reply: University Blvd Corridor Plan
Date: Monday, March 10, 2025 3:46:45 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I am writing in response to the proposed plan. I oppose this option of increasing housing in an already congested area without research and collaboration from MCPS about where these additional students will attend school. The area schools that would be affected by this plan are already at or over capacity. Northwood High School which is currently being rebuilt is planned for a population before the addition of high density housing. It is also important to note that these schools often have a higher than average FARMS rate and English learners. It would be extremely detrimental to those families in this affected area to stress these schools even more.

I also oppose the reduction of speed limits and reduction of current lanes. This will cause congestion and traffic which will lead to "cut throughs" into the neighborhoods and pose a safety risk. This will result in an unintended consequence of trying to increase pedestrian safety. The traffic and congestion is also going to negatively affect the environment.

Please share with the community the research and facts that support these changes with long term planning.

Best,

Sara Kirner

[REDACTED] Silver Spring, MD 20902

On Mon, Mar 10, 2025 at 3:44 PM MCP-Chair <mcp-chair@mncppc-mc.org> wrote:

Thank you for contacting the Planning Board Chair's Office. This confirms receipt of your message for distribution to appropriate staff to review. If you have submitted an inquiry, we will respond in a timely manner. You may also leave a voice message at (301) 495-4605 and a staff member will return your call.

IMPORTANT: If you have submitted written testimony for a Planning Board item, please be sure to include your mailing address to satisfy proper noticing requirements. If this was not already included, please reply to this email with that information. Written testimony submitted before the deadline of 12pm, two business days before the scheduled Planning Board meeting, will be distributed to the Board and staff and included in the public record. Written testimony received after the deadline will only be distributed to staff to review.

For more information about the Chair's Office, please visit:
<https://montgomeryplanningboard.org/>

From: [Marion Muller](#)
To: councilmember.fani-gonzalez@montgomerycountymd.gov; [MCP-Chair](#);
councilmember.friedson@montgomerycountymd.gov
Subject: Changes to Our Neighborhood (More Housing Now/UBCP)
Date: Monday, March 10, 2025 4:00:19 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Council Members and County Planning Board,

I am contacting you on behalf of my husband and myself and others similarly situated. We moved to the Kemp Mill neighborhood on April 4, 1984 from Richmond, VA. On moving day, our street, Daffodil Lane, had not yet been paved. We, along with our neighbors, have reaped many benefits from residing in this neighborhood and would like to think we have contributed to its amazing development as well.

We oppose the More Housing NOW plan for the following reasons:

This plan will destroy the character of the neighborhood as well as the small important businesses we rely on for our essential daily needs, e.g. Shalom Kosher Market and CVS, as well as banking and other consumer services provided by the Kemp Mill Shopping Center. The plan will overcrowd our community and dramatically increase traffic congestion. (Our back yard is adjacent to Arcola Avenue at its intersection with Kemp Mill Road so we have first hand knowledge).

Developers will likely be the only beneficiaries from this plan. We have attended various meetings and heard how the plan is detrimental to young families. We fully understand and agree. No emphasis, however, was placed on the harm to elderly members of the community who have lived here for decades and hoped to age in place. Senior citizens rely on their cars for transportation for as long as they are able to drive and will be relying on others driving them when they cannot transport themselves. Buses and other public transportation do not provide equivalent services for the aged and infirmed.

We were once a young working family of seven ourselves. We carpooled our children to school, commuted to work in Rockville and beyond. As a practicing attorney, court appearances throughout the state and other meetings required automobile transportation. Computer engineering and marketing also required my spouse to have ready transportation in order to go to customer sites to provide a livelihood. Now that we are retired, are we forced to give up the homes that we love in order to fulfill a planner's vision on paper??

Our religious community requires us to be in walking distance to our synagogue. It was precisely for this reason that we chose our home and Kemp Mill. This is not a setting that is easily replicated.

We urge the Council to consider ALL ASPECTS of the community and its needs before upending what we have worked so hard to create.

Sincerely,
Marion and Bernard Muller

From: [Louis Morris](#)
To: [MCP-Chair](#)
Subject: Re: UBCP hearing
Date: Monday, March 10, 2025 5:29:41 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good morning, Ms. Coello,

Thank you very much for responding to me.

I understand that everything will be reviewed. I am again asking that the opinions of the huge majority of the residents not be disregarded. People moved here for their own specific and different reasons. Please--listen to the voices and the will of those who invested so much to make this community into the one that is today, not the one that the board wants for the future! There are so many undeveloped places in Montgomery County that the same thing can be accomplished.

Judy Morris

On Thu, Mar 6, 2025 at 10:14 AM MCP-Chair <mcp-chair@mncppc-mc.org> wrote:

Good morning Ms. Morris,

Thank you very much for reaching out and participating in the public process. We heard from over 70 people in person and virtually and have received emails and letters from hundreds more (and continue to receive additional thoughts from residents). The Planning Board Commissioners and Planning staff are reviewing each of the responses in preparation for our work sessions on the plan. During these work sessions we will collectively review areas of concern raised by the public and discuss any potential adjustments to the plan content and language. These work sessions are open to the public for viewing either in-person or online. We anticipate the first work session to take place during the day on March 20th, with subsequent work sessions throughout April. Once we have reviewed all the areas and made any changes to the plan, we will recommend transmitting the plan to the County Council for their review process.

Thank you.

Catherine Coello

Administrative Assistant III

Montgomery County Planning Board, Chair's Office

2425 Reedie Dr 14th Floor, Wheaton, MD 20902



catherine.coello@mncppc-mc.org

m: 301.495.4605 | d: 301.495.4608



From: Louis Morris <louismorris@gmail.com>

Sent: Friday, February 28, 2025 3:13 PM

To: MCP-Chair <mcp-chair@mncppc-mc.org>

Subject: UBCP hearing

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To the Chairperson of the Planning Board:

I was at the meeting last night. The very overwhelming majority were very against this plan. Do you realize/understand that many, many people in Kemp Mill moved to this area for certain reasons? Are you going to take the majority of residents into consideration? Will you follow the will of the people? Or was the meeting a mere formality, and you will do what you want, no matter what?

I want a personal response--not a form response.

Thank you.

Judy Morris

From: [Kara A](#)
To: [MCP-Chair](#)
Cc: councilmember.mink@montgomerycountymd.gov
Subject: University Boulevard Plan Comment
Date: Monday, March 10, 2025 9:53:56 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello,

I am a resident of the Woodmoor neighborhood. I have concerns about the proposed plan.

I am not comfortable with the refusal of the planners at the Planning Board to study the impacts of the recommendations. Big changes like these can have unintended consequences that can even act against the stated goals of the effort. I am very concerned about the traffic impacts of additional proposed units, and removing lanes will only make the problem worse. Further, removing travel lanes will also likely result in more aggressive cut through traffic diverted into neighborhoods.

I am concerned that this proposal will give us something like the area around Viers Mill/Connecticut or Langley Park, which is less walkable than our area. This plan seems aimed at bringing more people without accounting for infrastructure or other impacts. A proposal that will actually work has to do that, using studies of where it has been done right (and wrong) elsewhere, and studies of what's going on here so that a proposal can be tailored appropriately. We have the ability to gather and rely on actual data to avoid the outcomes none of us want.

Further, the State owns the road, and the State already has a study project underway for making University safer for pedestrians. Let the State handle that, with data to back up any decision.

The introductory presentation emphasized that large tax subsidies that would go to encourage/promote/facilitate development. I know we need more development, but I am not interested in my taxes helping developers create luxury units that do not help anyone but developers. I am concerned that this plan isn't actually going to increase affordable housing.

I support Councilmember Kristin Mink's proposal as an alternative.

Finally, it is confusing and inefficient to have so many proposals going at once. I want to submit a written comment on the zoning one for March 11 but not sure how to do it.

Thank you for your consideration.
Kara Allen

From: [Daniel Marcin](#)
To: [MCP-Chair](#)
Subject: Re: Confirmation: University Blvd Corridor Plan Public Hearing
Date: Monday, March 10, 2025 10:14:52 PM


[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I have heard that written versions of oral testimony are requested. Here is a writeup of my testimony from 2/27:

These comments are sometimes directed at the law or at the County Council. First, we shouldn't be having public meetings where people scream at public servants. We had the election in November 2022 when some candidates ran in favor of upzoning and bike lanes, and many candidates ran against it. The candidates for it won, by a lot. That was the fully representative sample of the electorate and they showed what they want. If you want to gather testimony from the public, you can accept written testimony. There's no need to have meetings where people can get up and scream and tell lies to rooms full of their fellow liars. The timeline on this plan is not great. There is 3 and a half years from start to finish on the planning website. This should be a one year process at most. This county could do with a little less planning and a little more winging it. It's literally fine to allow some stuff, check back in in 3-6 months, see if too much or too little was done, tweak, and try again. In the meantime, while this plan has been discussed and debated, property taxes are increasing steadily and a recession looms. We should have acted years ago to expand housing supply to take the pressure off and allow some new citizens to move here and diversify our economy a little bit.

Second, as Paul Rudd said to Jason Segel in Forgetting Sarah Marshall, "do less." Only at the point when Jason Segel's character stops doing anything does Mr. Rudd say "well now you're just sitting there, you have to do something." This plan micromanages and tries to predict specific future uses on specific parcels years into the future. Just put the whole county on mixed use up to however many stories, and come up with one rule on what size streets get bus or bike lanes automatically and just stick with that. Planners can still come up with drawings for how the bike lane will pass through particular intersections or how wide lanes will have to be, or where to put drainage, but so much of this goes so far beyond that. There is a section on food insecurity in the plan that recommends a farmers' market for the parking lot of some tall apartment buildings. If you're food insecure, a farmers' market isn't going to do a lot for you. Stick to what you do best and stop the micromanaging.

Finally, if you're going to micromanage, at least always do it on the side of more housing, more mixed use, more bike lanes, and more change to allow more things in the future. Thanks and have a great week.

Daniel Marcin

Silver Spring, MD 20902

On Tue, Feb 25, 2025 at 12:56 PM MCP-Chair <mcp-chair@mncppc-mc.org> wrote:

You are receiving this email as you have signed up to speak at the Planning Board's Public

Hearing on the University Blvd Corridor Plan. The hearing is scheduled to begin at 6 pm on Thursday, February 27th at our Wheaton Headquarters (2425 Reedie).

If your availability or plans have changed please let us know as soon as possible.

For those registered to testify virtually, you will receive an email later today with details on virtual testimony. All signed up speakers will receive a calendar invite with additional details by Wednesday evening.

Thank you,

Montgomery Planning Board Office

--

Daniel Marcin
Economist



From: [Lisa Oestereich](#)
To: [MCP-Chair](#)
Subject: Opposed to the University Boulevard Corridor (UBC) Plan
Date: Tuesday, March 11, 2025 10:57:40 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To the Chair of the Montgomery County Planning Board:

I am a homeowner and a resident of District 5, Four Corners, Silver Spring and I would like to take this opportunity to express my opposition to the University Boulevard Corridor (UBC) Plan.

South Four Corners is a lovely, 75+ year old single family home neighborhood and that's exactly why I bought a home here. The UBC plan will allow multi family/story housing just ½ block from my home on Markham Street. The upzoning of this area will absolutely cause decay of the neighborhood and will undoubtedly continue to creep into the neighborhood slowly over time, block by block.

Traffic through the neighborhood will increase, parking for those that live closest to the higher density buildings will be encumbered and residents will no longer have the ability to park in front of their homes. No doubt we will experience higher crime rates.

The purple line, now estimated to cost approximately \$9.3 billion dollars was to help people commute from PG County to Montgomery County. Now that's not enough? We have to build more high density "affordable" housing to accommodate workers who aren't even back to work yet? Have you studied the commercial office vacancy rate in downtown Silver Spring? It's staggering, but you want to ruin my neighborhood for more housing? I have a feeling this is like the bus lanes, when the county said they were only temporary until the Metro in downtown Silver Spring was finished with renovations. Well, the Metro is done but the bus lanes still exist.

Again, I am completely opposed to the University Boulevard Corridor Plan.

Thank you for your consideration,

Lisa Oestereich

[REDACTED]

Silver Spring, MD 20901

Bruce N. Shulman

Silver Spring, Maryland 20902

March 7, 2025

Mr. Artie Harris Chairman
Montgomery Planning Board
2425 Reddie Drive, 14th Floor
Wheaton, Maryland 20902

Re: Comments concerning the University Boulevard Corridor Plan

Dear Mr. Harris and Members of the Planning Board,

Thank you for the opportunity to provide comments concerning the University Boulevard Corridor Plan [hereinafter the Plan]. I am a member of the Kemp Mill Civic Association [KMCA] which has filed comments I support. However, I wish to add separate points which are not fully discussed in the KMCA comments.

TRANSPARENCY:

Preliminary to the substance of my comments, the Board must fully understand that the Kemp Mill community in which I have lived for forty years is extremely frustrated and disappointed in how the Plan has been rolled out. I am certain you are familiar with the consternation the community previously experienced during the Covid pandemic when, one day we arose to find one lane of University Boulevard [Md. Rte. 193] in each direction from Amherst Avenue to Arcola Avenue had been reserved exclusively for cyclists. No one in either MDOT or MCDOT had provided us with any advance information that the lanes were being reserved temporarily as part of a study to ascertain the possible need for separate bicycle and/or bus lanes on University Boulevard. The community complained and was advised that, in the future, we would be fully briefed, in advance, concerning proposed changes planned along University Boulevard.

A couple of years ago KMCA was briefed about the Plan. I distinctly remember that we heard from your representatives mostly about improving the roadway, including reserved lanes for cyclists and buses, with only a single mention that perhaps the Kemp Mill Shopping Center might also be redeveloped at a future date. So, all of us were again surprised when the Board released its written plan containing not only road improvements, but also a huge amount of planned rezoning, most of which will permit duplex and triplex rental apartments to be built along large expanses of University Boulevard between Amherst Avenue and the intersection of University Boulevard and Colesville Road [US Rte. 29] at Four Corners.

Even more importantly, the Board provided only a very short period for public comment on the written Plan. When KMCA asked for a reasonable extension of the comment

period, the Board summarily denied it, but did provide a short extension. The fact of the matter is that the Plan is not merely a proposal to improve the University Boulevard roadway. Rather, it is a housing plan containing the Board's vision of how University Boulevard may appear after it is rezoned and redeveloped to include rental apartments.

DEMOGRAPHICS AND GEOGRAPHY:

According to reports I have read, Montgomery County is one of the most diverse communities in the entire United States. It is this diversity which, in large measure, has resulted in Montgomery County's exponential growth over the last fifty years. It has become a community which is admired nationwide and in which many people aspire to live. Indeed, Montgomery and other nearby counties such as Howard and Prince George's Counties, also have some of the highest averages of highly educated individuals in the country. The 2020 census reports that the Kemp Mill section of Montgomery County has the following demographics: 59.5% White, 18.1% Black, 8.3% Asian, 1.3% Native American, and 13.5% Hispanic.

The County is divided roughly into three sections: The Eastern County; Western County and Upper County in the north. The County contains three incorporated cities [Rockville, Gaithersburg and Takoma Park]. However, major population and business centers also exist in unincorporated locations, including but not limited to Silver Spring, Bethesda, Friendship Heights and Wheaton. There are also eleven other smaller towns or villages which are incorporated, but which are not considered major population or business centers (e.g., Garrett Park, Glen Echo, Kensington, etc.).

In general, the northern part of the County is the least developed because a large portion consists of the County Agricultural Reserve, and also because it is physically further from most of the federal government jobs located in Washington, D.C. The eastern portion of the County is dominated by the major population centers and business areas of Takoma Park, Silver Spring and Wheaton. Major employers in this area include government agencies like the Food and Drug Administration and other service providers such as United Therapeutics, Holy Cross and Adventist Hospitals. The western portion of the County is dominated by the major population and business centers of Bethesda and Rockville. Major employers in this area include Marriott Corporation, the National Institutes of Health, the National Naval Medical Center, Suburban Hospital, numerous offices and research facilities adjacent to Interstate 270 and County government offices in Rockville.

A Google search indicates that for the fourth quarter of 2024 the median national price of a house was \$419,000. According to Zillow, the average house price in Montgomery County in 2025 is \$620,960, while, according to Redfin, the average house price in the Kemp Mill area in 2025 is \$545,000. Additionally, Zillow indicates that the average cost of a home in Bethesda is \$1,157,225. The above shows that Montgomery County is clearly a much more expensive place to live than most places in the U.S.[comparable to suburbs in cities like Boston, New York, Los Angeles and San Francisco], and that, on

average, homes in the western portion of Montgomery County are close to double the cost of those in the eastern section.

HOUSING AND ZONING ISSUES:

The Plan contains extensive proposals for rezoning substantial portions of property along most of University Boulevard, particularly the western section from Dennis Avenue to Amherst Avenue. The Plan includes rezoning mostly for duplex and triplex apartments to be built in areas that currently consist almost entirely of single family detached homes and some townhouses. Additionally, the Plan provides for denser and taller housing on property closest to Amherst Avenue, such as that currently occupied by the WTOP radio transmitter.

I know of no one in Montgomery County who contests that there is a housing crisis, particularly for housing needed by those middle-class professionals like teachers, firemen, nurses and policemen, etc. who cannot afford a single-family home in the eastern portion of the County, much less the more expensive homes in the western portion. So, the logical question is to study how to alleviate the crisis for both middle-class professionals and other workers of lesser means.

I have spoken to many of my neighbors in the community and have not found anyone who is adverse to sharing the responsibility of locating affordable and low-cost housing in Wheaton. However, there are several major concerns with the rezoning contained in both the Plan as well as the More Housing Now initiative proposed by members of the Montgomery County Council.

The initial concern is that prior to any rezoning occurring on University Boulevard, the Planning Board and County Council first encourage redevelopment in commercial and business districts throughout the County. Currently, the entirety of the Wheaton area consists of a typical suburban bedroom community along most of University Boulevard, Georgia Avenue and Viers Mill Road, which are the major arterial thoroughfares throughout Wheaton. That part of Wheaton which is frequently referred to as "downtown" Wheaton or the central business district, is formed by the triangle created by the intersection of these three major roads and the lands immediately adjacent thereto, including but not limited to Westfield Wheaton Mall, the WTOP radio transmitter, and various strip malls, apartment buildings and other businesses.

For over twenty years the residents of Wheaton have been promised by our political representatives on the County Council and in the office of the County Executive that downtown Wheaton would be developed after Silver Spring. We are still waiting! Yes, the Planning Board created a sector plan for the Wheaton central business district and vicinity. However, during that time, the only major redevelopment which has occurred is the erection of a new headquarters building housing the Park and Planning Commission and the development of large apartment buildings, virtually all of which include equally large residential parking lots, despite the fact that they are all within walking distance of METRO and the Wheaton bus depot.

To summarize, Montgomery County consists mostly of population and business centers surrounded by suburban bedroom communities, with arterial roads to connect them using automobiles. This type of development was clearly fine during the first part of the twentieth century, leading people to believe there would be unlimited land for all purposes in the foreseeable future. Now, however, people know this model to be wrong. And, to right this wrong suburban population and business centers should be converted into true cities centered upon the existing mass transit nearby. Downtown Wheaton has existing mass transit and large sectors of underutilized or developable land, including but not limited to the land on which the WTOP radio transmitter sits [approximately 13.3 acres], the Westfield Wheaton Mall [approximately 76 acres], and the land currently occupied by the Wheaton Bus Depot.¹ There are also other properties nearby, but not directly adjacent to the University Boulevard Corridor [e.g., Glenmont Shopping Center, approximately 20 acres] which are currently underutilized and which should be redeveloped into mixed-use communities, before rezoning areas containing single-family residences.

My second concern and that of many Kemp Mill residents to whom I have spoken, is fairness. Both the Plan, as well as the County Council's More Housing Now initiative, locate almost all their proposed low-income and affordable housing [I estimate upward of 90%] in an arc covering the southeast portion of the County. There is only a very small portion of the More Housing Now proposal which locates this type of housing west of Interstate 270, despite the fact that it has the same types of geographical development patterns as Wheaton. I am also advised that at least one state, Massachusetts, requires its counties to distribute proposed low-income and affordable housing equitably across the county concerned without consideration of the wealth or income of any particular geographic section. Indeed, Montgomery County should lead by doing similarly and requesting that the State legislature enact a statute like that enacted by Massachusetts.

My final concern is instability. My life experiences [I am now 76] have taught me that entire residential neighborhoods can change in very short periods of time through irrational fears held by those living therein. When I was young, I lived in a house on South Dakota Avenue, N.E. in Washington, D.C. The block was all white, but was nonetheless diverse. It had two Jewish families, an Irish Catholic family, an Italian family and many White Anglo Saxon Protestants. It was a stable community. However, very shortly after the U.S. Supreme Court issued its famous *Brown v. Board of Education of Topeka* decision in 1954, real estate agents, commonly referred to as "blockbusters", arrived and sowed fear into everyone in the community other than our family. The real estate agents encouraged the residents to sell their properties by claiming that "The Blacks are coming". Within two to three years everyone who originally owned a house on the block had moved out, except for my father, who had grown up among Blacks, and who employed many of them in his business on H Street, N.E. He taught me and my two sisters at a very young age that Blacks and people of other religions and races are just like me, they want the same education, the same

houses and the same safe neighborhoods. In short, they all aspire to make the "American Dream" come true for themselves.

Eventually, my family moved to a different neighborhood when my older sister was scheduled to attend McKinley High School which, at that time, was 100% Black. Notwithstanding my father's lack of prejudice, he rightly believed that he should not be putting his sixteen-year-old daughter into a position in which she would be the only white or Jewish student in a school of hundreds of other people. My parents purchased my paternal grandmother's house in upper Northwest Washington on Myrtle Street in the Colonial Village subdivision which is adjacent to two other more prominent neighborhoods, Shepherd Park and North Portal Estates, which are commonly referred to as "the Gold Coast" and "The Platinum Coast".

At that time, 1958, the neighborhood had some Blacks, but it was mostly White and diverse. There were large numbers of Greeks, Jews, Catholics and Protestants, and even a few Chinese. Some famous people lived near us, including Kareem Abdul Jabbar who lived across the street, Bobby Mitchell who lived a block down the street on Locust Road, and former Green Bay Packer Willie Wood who lived a half block away on 16th Street. Again, the neighborhood was stable until many of those in the neighborhood were scheduled to send their children to Coolidge High School, which was approximately 65 to 75% Black. Within two to three years perhaps 70% or more of the entire neighborhood had decamped for Maryland to send their children to Montgomery Blair and Bethesda Chevy Chase High Schools. At the same time, my two sisters and I attended Coolidge and received both a great education and an even better lesson in race relations. Many of my Black schoolmates were just as smart or smarter than the rest of us. Bobby became a distinguished professor of Black studies and jazz at Columbia University, Henry became the youngest person at that time to ever have been appointed as a Federal District Court judge, Ernie became the dean of the journalism school at USC, Rodney became a cardiologist, Denise became a psychiatrist, etc. Sadly, irrational fear had prevailed over logic and common sense and had caused what had been a wonderful stable neighborhood to change dramatically in just three or four years.

I am relating these stories from my past to warn against concentrating an excessive amount of low-income housing and affordable income housing in any single area. How much is too much must be carefully studied to avoid the types of instability I previously experienced on South Dakota Avenue and on Myrtle Street. Yet, it does seem to me that, as currently structured, the Plan, and particularly the More Housing Now initiative do exactly that – they concentrate a huge amount of this type of housing in a very small portion of Montgomery County. It is neither fair nor wise to do so.

KEMP MILL SHOPPING CENTER:

Kemp Mill Shopping Center consists of approximately 3.85 acres of land at the intersection of Arcola Avenue and Lamberton Drive. It is directly adjacent to: Young Israel Shomrai Emunah Synagogue, Parkland Pool, Kemp Mill Urban Park and Sligo

Creek Park. The shopping center contains retail stores, including a bank, pharmacy, food market, dry cleaners and several restaurants. Two small office buildings contain offices for professionals such as a dentist, a plumbing contractor and others. Clearly, in most respects, the Kemp Mill Shopping Center is a typical neighborhood shopping facility intended to cater mostly to residents of the immediate vicinity. The only facility which currently draws substantial traffic from outside the immediate area is a branch office of the Maryland Motor Vehicle Administration located in the storefront previously occupied by Suburban Trust Company and which has been occupied by the MVA for only a few years.

In 1961 the first Orthodox Jewish Synagogue, Young Israel Shomrai Emunah, relocated from Eastern Avenue along the Maryland/DC border to Kemp Mill. Today, the area has grown to five Orthodox synagogues, a yeshivah and several Jewish schools. Google searches I performed indicate that Kemp Mill has the largest Orthodox Jewish population of any place between Baltimore, Maryland and Miami, Florida. In summary, Kemp Mill has a large Orthodox Jewish population and is the seat of the Orthodox Jewish community in Montgomery County.

Members of the Orthodox Jewish community strictly observe certain religious practices, including performing no work on Sabbath and major Jewish holidays, and eating only kosher food. To assist in these practices Orthodox Jews almost always live within walking distance of their synagogues and attempt to establish markets and restaurants near their homes which are certified as kosher by Orthodox rabbis. Currently, the shopping center contains a kosher supermarket, a kosher bakery/café, a kosher pizza restaurant and a kosher Chinese take-out. Based on the above needs of the Orthodox Jewish community, I believe that its members and their comments deserve special consideration by the Planning Board.¹¹

The Plan currently proposes that the shopping center be redeveloped to include mixed use facilities consisting of retail businesses, with apartments and perhaps some offices located above. Additionally, the Plan proposes to extend Lamberton Drive through the shopping center, by curving it southward between three currently existing high-rise apartment and condominium buildings to create a new intersection with University Boulevard.

I believe this plan requires careful study. If any proposed redevelopment results in even a temporary closure of any of the existing kosher facilities, the Orthodox Jewish community will not be able to properly practice their religion because the only other kosher market in Montgomery County is in Rockville. Therefore, I believe that before rezoning the shopping center, at a minimum, the Board obtain a written commitment from its owner that none of the kosher facilities will be adversely affected, including being forced to close temporarily.

Second, community feeling on the current proposal seems to be mixed. Some people feel that adding more residents within the shopping center might result in it being more attractive to certain businesses. For example, at one time the shopping center had a

convenience store selling basic foods named High's, in addition to the market. A similar store is now more desirable because the kosher facilities, including the market, are closed on Friday afternoon through Saturday evening for Sabbath and also on all major Jewish holidays. The presence of such a store would benefit the many non-Jews who live in the vicinity.

There are also other types of stores which previously occupied the shopping center. For example, a barbershop recently occupied the store immediately adjacent to the market, but we are still lacking the beauty salon which previously closed and which appeared to have been well patronized. At one time the shopping center had a small hardware store which, in addition to selling tools, screws, bolts, nuts, etc., also sharpened lawn mower blades, cut glass, fixed broken screens and provided other services related to the upkeep of homes. Finally, many years ago the shopping center had an ice cream parlor which also sold chocolates.

Certainly, an argument can be made that redevelopment which brings more people into the shopping center might also make it attractive for new businesses. However, more people does not automatically equate to more businesses, given the realities of owning and operating any retail establishment. I believe it to be almost impossible to lure anyone to open a hardware store of any type. Nor do I believe that chains like Seven Eleven or Wawa would be interested in opening a convenience store in a neighborhood shopping center. Perhaps a hair stylist might open a salon, but I personally believe it unlikely that many other businesses would be interested. In this regard, for several years a substantial number of stores have been vacant. I am certain that during that time the shopping center's management has made its best effort to attract new tenants. However, again, large retailers are not interested in opening or operating stores in small neighborhood shopping centers. That is why Giant Food vacated the shopping center. And it is becoming more difficult every day for individuals to finance, open and run a retail business of any type.

Third, the new extension of Lamberton Drive is designed to bring new patrons into the shopping center from outside the community. However, because it is still a neighborhood shopping center having only the basics, it seems unlikely or even impossible to attract new types of facilities, including big box stores for which there is no room, or restaurant chains like Panerra, Chick-fil-A, Cheesecake Factory, etc..

Further, the extension of Lamberton Drive will run on land between three high-rise apartments and condominiums which, thus far, is used for access and parking. I cannot speak for the residents of those communities. However, once they are advised of the Board's proposal, it is difficult for me to believe they will be willing to accommodate the Plan.

Finally, if the Board decides to go forward with redeveloping the shopping center, I suggest that a substantial portion of whatever housing is built be designated as owner-occupied condominiums rather than as rental properties. People who have an ownership interest in the properties in which they live are far more likely to properly

maintain them. In the immediate vicinity, we already have one high-rise apartment building which is rented. That building is not properly maintained by either the management or the residents. Further, this problem is not limited to the poor or to those who, for financial reasons, are unable to properly maintain the property in which they live. An upper middle-income woman previously rented the house immediately across the street from me on Kersey Road. Only when she was about to leave did the owner, who is a personal friend, learn that the lessee had kept multiple cats in the house without taking care of them. My friend asked me if I could help her clean out the house. Upon entering, we were immediately overcome by the stench of urine and feces. Eventually, the owner sold the house to new owners. However, prior to moving in, they were required to replace all the carpet, have the entire basement professionally cleaned, and to repaint every single wall, door and ceiling.

Finally, the Kemp Mill Shopping Center has a relatively small land area of approximately 3.85 acres, much of which is currently occupied by about 500 parking spaces. Any redevelopment seems likely to utilize the entire land area and perhaps, overcrowd a nice neighborhood shopping center, and result in the loss of the view of Sligo Creek Park.

ROADS:

Among other things, the Plan proposes to: Further reduce speed limits on University Boulevard and adjacent streets; create permanent lanes restricted to buses and cyclists; create stations for Bus Rapid Transit [BRT]; further limit the ability of cars to make turns, and; limit right turns on red and/or eliminate current designated turn lanes

I understand that one of the Board's motives in proposing lower speed limits is to reduce the number of serious accidents in accordance with the Vision Zero initiative. However, I believe that reducing speed limits will not result in fewer serious accidents, whether they involve cars, cyclists or pedestrians.

First, notwithstanding whatever speed limits are posted, many people will determine on their own what is reasonable and will exceed the limit by five or ten MPH. It is not these motorists who cause the majority of serious accidents. Rather, it is: Those who: have complete disregard for any speed limit and who exceed it by 20, 30 or 40 MPH; intoxicated drivers, and; distracted drivers, who cause the most serious accidents. Instead, further reduction of speed limits which have already been lowered, will only result in disrespect for the law and the issuance of additional speeding citations.

Second, intentionally reducing the speed limits ignores the purpose for which the roads were built, which is to facilitate persons' ability to get from one location to another speedily, without slowing or stopping. In this regard, several developments have already slowed speeds on University Boulevard, Georgia Avenue, Viers Mill Road and other major arterials. First are the previous reductions in speed limits. Second is the dedication of one lane in each direction for use by buses and cyclists. Finally, and most importantly, the County has put huge numbers of additional cars on the roads by

approving residential construction within walking distance of METRO and other mass transit, and which contains enormous parking garages. I recently had occasion to speak with a noted urban planner who is chairman of his division at a noted college. He grimaced when I told him that the Board has preliminarily approved a residential development [Wheaton Gateway] directly across from a regional mall, one block from METRO and buses, and which will have 790 housing units and 1,100 parking spaces. I just do not comprehend why the County can't induce developers to build fewer parking spaces on condition that they are permitted to build taller buildings containing additional housing units. Adoption of that single proposal would help alleviate gridlock, provide more low-cost and affordable housing, and would help build real cities without overly intruding on bedroom community suburbs.

Further reduction of the speed limit on Arcola Avenue is clearly unwarranted. First, access to the entire Kemp Mill community can be had only by riding on Arcola Avenue and/or Kemp Mill Road. This fact, already constricts traffic and results in backups in both the morning and evening rush hours. Much of the backups on these two roads come from traffic outside of the Kemp Mill community, such as motorists from Glenmont who cut through Kemp Mill on their way to work. Second, the speed limit on Arcola Avenue has already previously been reduced. And third, I have rarely seen anyone speed on Arcola Avenue the way some motorists do on University Boulevard because it is just too dangerous to do so. In sum, further reducing the speed limit on Arcola Avenue and/or Kemp Mill Road will merely result in additional backups, gridlock and frustration.

No discussion of that part of the Plan relating to roads would be serious without analysis of the intersection of Arcola Avenue and University Boulevard. That intersection was a disaster when it was designed and is still a disaster. The major problem with this intersection is that when traveling south on Arcola Avenue towards University Boulevard, motorists must navigate a downhill decreasing radius curve, which is very dangerous to those not familiar with the intersection. If feasible, perhaps Arcola Avenue could be regraded to reduce the downhill slope. It might also be possible to separate the current dedicated right turn lane from Arcola Avenue onto University Boulevard from Arcola's main lanes if the County can build that dedicated right turn lane on part of the vacant property on the northwest corner of the intersection. But, under no circumstance should that dedicated lane be eliminated because it would further slow or backup traffic. Third, if the County is able to build on the vacant property on the northeast corner of the intersection, it could construct a dedicated turn lane from University Boulevard onto Arcola Avenue. Finally, the County should build a curb cut for buses and BRT in front of Northwood high school so that traffic will not backup behind buses waiting to load and unload.

To summarize, the Plan attempts to turn arterial thoroughfares into local roads, and suburban bedroom communities into developments mixing housing types for which they were not originally designed. It accomplishes the above, in large part, by:

- First, reserving road lanes for buses and cyclists while, at the same time, putting thousands of new autos on the roads through the construction of large residential garages to be built within walking distance of METRO and other mass transit and;
- Second, concentrating all of this in existing residential areas in the southeast quadrant of the County, instead of in large population and business districts having room for further development.

We are willing to do our part in sharing the responsibility for resolving the current housing crisis. However, before doing so, the flaws and defects in the Board's Plan must be corrected.

Thank you again for the opportunity to submit comments which I hope are useful.

Sincerely,



Bruce N. Shulman

¹ Note that Unibail-Rodamco-Westfield, the company which owns both Westfield Wheaton and Westfield Montgomery Mall has plans to redevelop Westfield Montgomery which includes residential housing.

² The Planning Board should note that while I am Jewish, I am not a member of the Orthodox community.

Chair Artie Harris
Montgomery County Planning Board
2425 Reddie Drive
Wheaton, MD 20902

Dear Chair Harris,

I am writing to express broad support for key elements of the University Boulevard Corridor Plan, especially the focus on: pedestrian and bicycle accessibility and safety; public transit; community connectivity; street beautification; and mixed use development that brings the potential a more vibrant residential and retail environment.

As a resident of the Kemp Mill neighborhood for more than two decades, I routinely travel the portions of University Boulevard and Colesville Road that are encompassed in the University Boulevard Corridor. I drive these roads to shop, dine, run errands, attend activities and access the beltway. I also walk, run and bike in this area. As a multi-modal user of the community, aspects of the plan that have my strong support include:

- The “complete street” approach with separated, safer pedestrian and bicycle options.
 - Though the sidewalk on University Blvd. feels safer now that the bus lane separates pedestrians from some of the speeding traffic, frequent violations of the bus lanes by motorists and the lack of separation between the travel lane and the traffic lane continue to make the area unfriendly, unsafe and unpleasant for pedestrians.
 - The bus lanes on University are open to bicycles – in theory. As noted above, frequent violations of the bus lanes by motorists also makes the lanes unsafe for bicycles. Many critics of the University Blvd. Corridor plan will likely state that “no one” uses the bicycle lanes. This is both untrue and unfair. While usage might be small, I have used the lanes and have seen others in the lanes. Usage would be higher if the lanes were safer and had better connectivity to retail and residential communities in Silver Spring, Wheaton, Four Corners and other areas in and around the corridor.
- Lower speed limits. The lower speed limits proposed in the plan would also make the corridor safer and friendlier for non-motorists. Though critics of the plan complain about the recent and possible future reductions in the speed limits and argue that these changes will add considerable length to travel though the corridor, this argument assumes that University Boulevard and Colesville Road operate like highways wherein motorists travel at a sustained high rate of speed for a significant distance. In reality, motorists speeding from one intersection to the next rarely maintain the maximum speed for any sustained. Experience and evidence from similar projects in the U.S. and globally demonstrate that reduced speeds tend to smooth out the traffic flow and additional travel time is usually far less than the “mathematical” effect that would be expected simply accounting for the changed rate of maximum speed.

- Elimination of right turn on red and channelized turn lanes. I have had multiple close calls with cars turning right on red. Motorists who are turning right on red, or merging onto a road through a channelized turn lane, are looking for oncoming traffic to their left and too rarely check for pedestrians in the crosswalk to their right. Once, many years ago when I was with a small group of co-workers attempting to cross a major Montgomery County intersection across a channelized right turn lane, we stood by while 57 cars drove past without slowing down or noticing our presence. I believe that including right turn lanes where possible, could help avoid some of the traffic back-ups that critics of the corridor fear will result from their inability to turn right on red.
- Mixed use and town center development: The potential for more residents and rezoning to create more diverse, vibrant retail could be a significant enhancement to the area. Combined with other aspects of the plan, it could also contribute to reduced congestion. If there are more options near home where my family can access shopping, dining, services and entertainment, we would happily opt to walk or bike (and thus take our car off the road for trips which we currently drive because of the inability to easily and safely walk or ride in the corridor).
- BRT: In the decades I have lived in Montgomery County, I have rarely taken the bus, largely because of the significant time gap between stops. If I miss one bus, I will be late for work by the time the next one arrives and gets me to the Metro, so I drive to the Metro instead. BRT holds the promise of making bus transit a more meaningful option for more people.
- High visibility crosswalk markings for all pedestrian approaches. There are too many intersections in this area – and throughout the county – with only 3 (or sometimes 2) crosswalks. This configuration further discourages walking by making it less convenient and also prompts pedestrians to make unsafe crossings just to avoid having to make multiple, unnecessary street crossings. All intersections should have crosswalks on each side.

I believe that the implementation of this plan will benefit my family and our community by creating a safer, more connected corridor. I have two teenagers who hope for a future that is less auto-dependent and more community-connected. This plan, we hope, will be a step in that direction.

Thank you for your consideration.

Sincerely,

Ann Marie Breheny

[Redacted Signature]

From: [John McGeeney](#)
To: [MCP-Chair](#)
Subject: UBC Plan
Date: Tuesday, March 11, 2025 1:37:37 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Greetings,

It seems that a lot of people in my neighborhood are keen to adopt the proposed safety changes but are less sure about the zoning changes. It feels a little bit like we aren't worthy of the increased safety for the area and the Blair students unless we agree to the changes in density.

I hope that no matter what happens we will see some needed upgrades in safety.

Thanks

John McGeeney

UBC Plan Comments - Opposed

Via Phone

Norman and Helen Korb

301-801-9351

Voice Message: Norman Korb. Area Code (301) 801-9351. I am calling to voice my opposition to the MNCPPC for the proposed changes to zoning, housing density, and roadway designs in our neighborhood where I have lived for 38 years. You are endangering existing businesses in the Kemp Mill Shopping Center, causing traffic nightmares and really endangering the entire neighborhood as far as I'm concerned. We have many, many people that oppose what you're proposing to do, and we're going to voice our opposition and carry it with all that we have. Thank you. Have a good day.

Follow up: We are very, very, much against what's going on, and very nervous in case this all happens. We will have to move. We don't need any more crime than we already have. God, forbid you got rid of the shopping center, we would have to move. There are a lot of people who are dependent on the shopping center. We and others would be totally lost without the shopping center. If it were removed it would impact students, religious attendance for the synagogue, those who don't drive, and so many others.

For any further questions or comments please feel free to call.

From: [jer979](#)
To: [MCP-Chair](#)
Subject: Today's Blueprint, Tomorrow's Regret: Essential Considerations for the Kemp Mill Redevelopment
Date: Tuesday, March 11, 2025 3:03:47 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Letter to the Chair of the UBC Zoning Plan Committee

Jeremy Epstein

[REDACTED]
Silver Spring, MD 20902

March 11, 2025

I write to you today as a concerned resident regarding the proposed redevelopment of the Kemp Mill Shopping Center area as outlined in the University Boulevard Corridor Plan.

While I appreciate the vision for community improvement and recognize the importance of forward-thinking urban planning, I believe we must carefully consider the full spectrum of consequences that may accompany these changes.

Balancing Progress and Community Preservation

The rezoning of the Kemp Mill Shopping Center from Neighborhood Retail (NR) to CRT 1.5 C-0.75 R-1.25 H-70 represents a fundamental shift in our community's landscape. This transition to mixed-use development with buildings up to 70 feet tall will undoubtedly alter the character of our neighborhood that has evolved organically over decades.

History has shown us that even well-intentioned development projects can produce unintended ripple effects. The Purple Line project, while addressing important transportation needs, has demonstrated how construction delays, cost overruns, and interim disruption can place enormous strain on communities and businesses. We must learn from these experiences.

Second-Order Considerations

I respectfully ask the committee to thoroughly examine these less obvious potential consequences:

- Community Ecosystem Disruption:** The Kemp Mill Shopping Center currently serves as more than a retail space—it functions as a community hub where neighbors connect and local businesses thrive. The proposed "compact development pattern" may inadvertently disrupt these established community networks before new ones can form.
- Small Business Displacement:** Local businesses operating on thin margins may be unable to weather the transition period or afford space in the redeveloped property. Once lost, these community-serving establishments are difficult to recover.
- Traffic Pattern Transformations:** The proposed extension of access roads and new internal streets will fundamentally alter traffic flows in ways that models may struggle to

predict accurately. Residential streets nearby may experience cut-through traffic seeking alternatives to congested main arteries.

4. **Economic Inclusivity Challenges:** While the 15% MPDU requirement is laudable, it may be insufficient to prevent overall neighborhood affordability decline as new amenities and developments tend to drive up surrounding property values and rents.
5. **Public Space Governance Gaps:** The proposed "privately owned public space" creates hybrid areas that often suffer from ambiguous maintenance responsibilities and security oversight, potentially becoming neglected over time.

A Path Forward

I do not oppose progress or thoughtful development. Rather, I advocate for a more measured approach that:

- Implements development in smaller, manageable phases with clear assessment periods
- Establishes stronger protections for existing small businesses, including relocation assistance and first right of return at controlled rates
- Creates more robust affordability requirements tied to actual area incomes
- Develops a clearer long-term maintenance and governance plan for newly created public spaces
- Incorporates more direct community oversight throughout the implementation process

As President Obama often reminded us, "We are the change that we seek." Let us ensure that the change we bring to our community truly reflects our values of inclusivity, sustainability, and responsible growth.

I appreciate your consideration of these concerns and would welcome the opportunity to discuss them further.

Respectfully,

Jeremy Epstein



Sent with [Proton Mail](#) secure email.

From: [Gail](#)
To: [MCP-Chair](#)
Subject: University Blvd and Arcola
Date: Tuesday, March 11, 2025 3:52:38 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I am an older resident living near Arcola Avenue and University Avenue. My son and 6 grandchildren live within walking distance of me. Your plan for changing the traffic pattern on these streets would make them dangerous for me and my family. It would increase congestion, make the crosswalks unsafe and make driving to the Wheaton Library and Kemp Mill Shopping center off Arcola for the young old and disabled much more hazardous.

I hope you will reconsider this plan and take into account the needs of walkers as well as buses. School buses also use these streets and your plan will make children walking from the school bus stops to their home more dangerous.

Please come up with a more sensible plan that takes into account things other than county buses.

Thank you

Gail Werner - Senior Citizen living in University Towers

From: [Ralph Werner](#)
To: [MCP-Chair](#)
Subject: Re: Proposed changes in University Boulevard corridor plan (including Arcola Avenue intersection)
Date: Tuesday, March 11, 2025 6:00:56 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Sir/Madam:

I am a senior citizen resident in University Towers (at intersection of Arcola Avenue and University Boulevard) since 2015. I am also an experienced real estate attorney in commercial and residential development and have long practiced in this area. The traffic pattern seems to work fine. There are no traffic back ups either on University Boulevard or Arcola Avenue, or any other feeder streets to our knowledge. Thus, there is no need to change those thoroughfares or traffic patterns. Further, the immediate area is fully developed and, while Northwood High School is being rebuilt, there does not seem to be any need for further development in the area. We enjoy our stable neighborhood and the services available to us. If and when the time comes for a need to correct a problem or take advantage of an improvement opportunity for the community, which has not yet occurred, please let us know and we will give careful rational response to such proposal

Ralph Werner

From: [Noam Kovacs](#)
To: [MCP-Chair](#)
Subject: Please Consider This
Date: Tuesday, March 11, 2025 6:07:50 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hi,

I hope you are enjoying the beautiful weather today.

I just wanted to quickly give some thought to the light by the apartment complexes that the University Boulevard Corridor plan is proposing to add at the Apartment Complexes and University Boulevard.

The plan wants to add a light (with posted no turn on red) to allow turning traffic to have a protected turn phase. However, I think this is completely unnecessary and will become problematic.

I truly believe that there is no need for another crosswalk. Arcola Avenue is .1 miles away and Sligo Creek is .1 Miles away. Additionally, there is barely any foot traffic on the other side of University Boulevard (Eastbound) in that area, as it is mostly forest across from the apartment complex. So why would people need to cross University from one side to the other by the apartment complex's? Even if someone did, they would either be going up or down University, so they should take either Arcola or Sligo.

In terms of vehicle travel, people frequently make dangerous turns coming out of the apartments area. However, the solution is not to add another traffic light, which will back up traffic on University Boulevard. I strongly believe SHA/MCDOT/Planning should advocate to seal up the median to only allow left turns from University Boulevard to the towers. Therefore, people coming out of the apartments will only be able to make right turns. If someone needs to make a 'left turn' (EB University), they will make a right turn and then a U-turn at Sligo creek, putting them on Eastbound University Boulevard. Additionally, there is already a left turn arrow by University and Sligo, giving them a protected turn.

I'll attach a photo of a similar setup on Randolph Road for reference.

We do not need an unnecessary traffic light that will have virtually no pedestrians using it and will backup University Boulevard, leading to even more aggressive driving and dangerous environment. My proposal will also save SHA/MCDOT/Planning a bunch of construction and operation costs; leaving more money for funding of crucial projects.

Please consider my request and advocate for it during the Work Sessions on transportation issues scheduled for March 20th. Feel free to reach out if you have any questions or concerns.

I look forward to hearing your thoughts!

Best,

Noam Kovacs

Sligo Creek Parkway

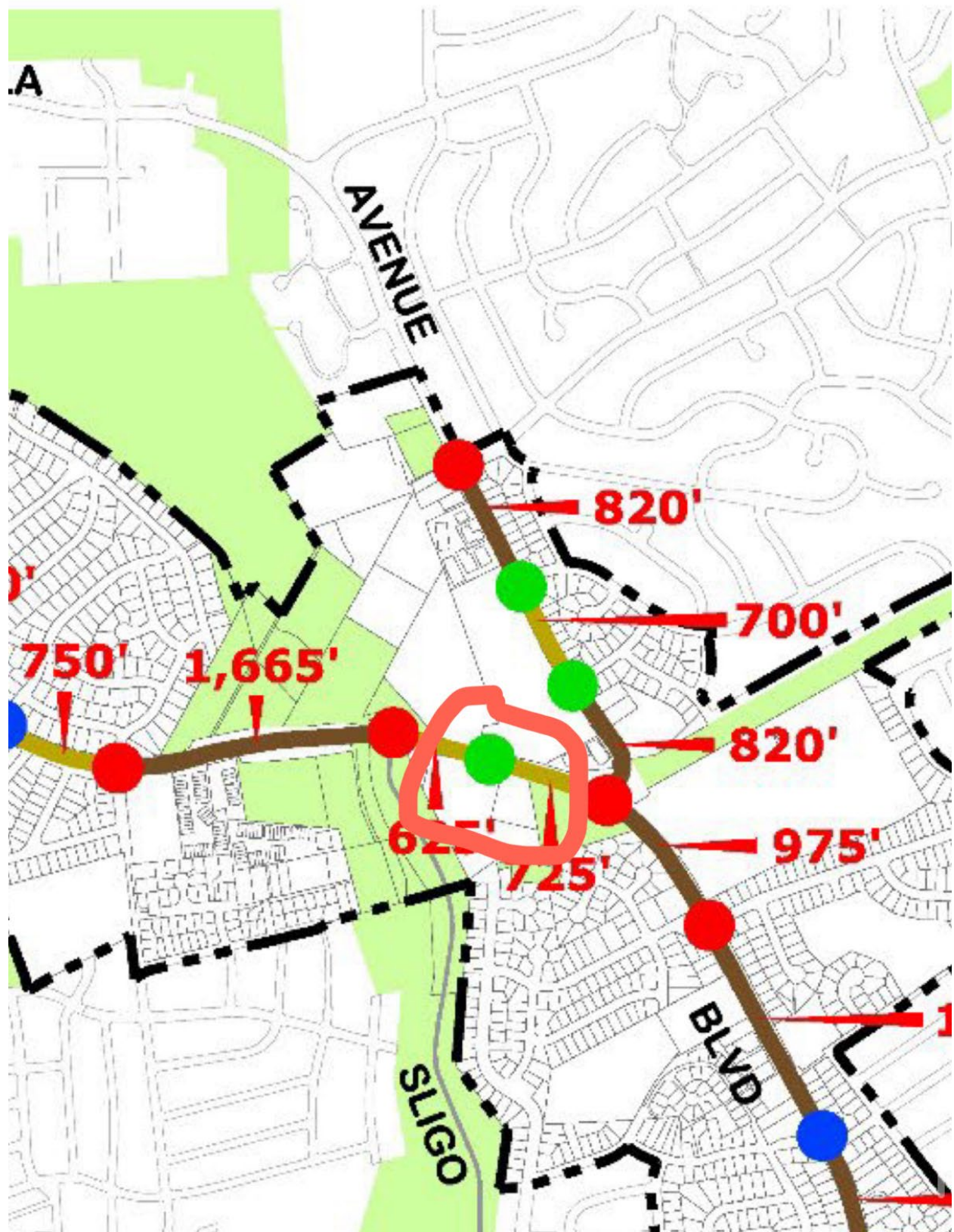
RANDOLPH RD

To: East Bound
University
Boulevard

RANDOLPH RD

To: Apartment
Buildings





March 11, 2025

I am writing to share my thoughts about the University Boulevard Corridor Plan.

For several years now I have been attending meetings about this plan and I'm excited by a lot of what the staff has proposed. I think there's a huge opportunity here to increase housing near transit and near existing amenities and I'm glad to see that proposed here. There are some fantastic places for multi-use housing in this community, and mixed use design.

Transit is already strong here, and is slated to become even stronger as Bus Rapid Transit (BRT) expands. This is a good thing, but needs to be supported by safe walking and biking. Right now it is deadly to cross the roads, and they are a confusing, high-speed mess of spaghetti. I'm not sure that this plan goes far enough in its recommendations for making the corridor safer for all users.

Bike/Pedestrian Issues

The bicycle/pedestrian proposals in this plan are good, but not enough. They need to consider the things people actually want to walk and bike to in this area – schools, churches and shops. This is not an area you just ride through, this should be a destination. Too much of the focus on conversation has been on getting people through this area at very high speeds. It should instead be on making it possible to get around without a car because that will reduce a good deal of small trip-traffic.

Parks Need Closer to Wheaton

I am disappointed that the plan does NOT recommend any new parks. The parks that are here are heavily used and this will only increase as more housing, especially multifamily housing – is built. While I support multi-family housing wholeheartedly, we need more park space where people can play ball, use picnic shelters, and access playgrounds, especially on the end of the corridor closest to Wheaton. I feel strongly that the planning staff has a bit of a bias against playgrounds; there are spaces here where we could have developed park space and they are not being used.

Street Grid

I support the expansion of the street grid in downtowns, town centers, transit corridors, and suburban centers of activity to create shorter blocks. The plan calls for 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.

A focus on Four Corners:

I am glad to say yes to increasing housing, and especially making better use of the Safeway lot and the US Post Office site within this corridor. These would make a fantastic place for mixed use development, and if they were redesigned to include housing could also be redesigned to serve the entire community better, with better parking options. Right now the post office is

almost unusable due to a crazy small parking lot that is ill designed and parking lots that will get you towed immediately if you try to do more than use the grocery store.

The report calls for concentrating maximum development intensity along University Boulevard and ensuring building heights transition to residential properties along Timberwood Avenue. That's very good!

I feel very strongly that Woodmoor should be mixed use! I have no idea what is happening on the second floor of that building complex now, but it could and should be housing.

Make it walkable, and bike-able. This area becomes a island in a sea of cars, but need not be that way. If people in surrounding neighborhoods could walk to amenities like shops, the huge Montgomery Blair High School and its wonderful athletic fields and numerous churches in the vicinity we could GREATLY reduce car traffic here. I assume, based completely on my own experience as a resident of a nearby neighborhood, that most of the cars here are actually doing small trips of less than a mile to get to those things.

Specifics on bikes/peds:

Page 68 shows a 'bypass' for bikes in 4 Corners. I like that a lot. But the plan seems to ignore/miss the need to connect bikes and pedestrians safely to RT29/Colesville going north and south. People should be able to do that!

I like that there's a recommendation to consider a mid-block pedestrian connection or linear open space from Colesville Road (U.S. 29) to Sutherland Road between University Boulevard West (MD 193) and Timberwood Avenue, to expand pedestrian activity and improve alternative access to BRT. (page 95) This would be a HUGE improvement and would create a much more human-scale roadway. **But this should also be part of a new sidepath on RT29/Colesville.** A sidepath should go from University all the way to Tech Road, and should be wide enough for shared use of both bikes and pedestrians, and should be on BOTH sides of that road. This plan MUST support that!

I also like that the report calls for consolidating or relocating driveways along University Boulevard West (MD 193) in the event of redevelopment, in order to improve the public realm for those walking, biking and rolling and to facilitate access for transit users.

Page 95 clearly shows 29 as a boulevard or town center boulevard, so speed limits should be lowered! This plan will only succeed if we slow cars down to a safer speed, especially in the off hours/non-rush hours, when cars can be seen going 70-80 miles an hour on very empty lanes on 29.

Parking:

I support the plan to locate structured parking, either above or below grade, that minimizes street exposures. (see page 65) More parking is needed, but should not be in the form of open lots.

Bike Parking is also needed, and should be MANDATED for all new development in this area. There is currently NO PLACE TO PARK A BIKE. This could be a great business opportunity for this shopping center – and could bring significant economic benefits to all.

Thanks for your time and attention to this important part of my community.

Alison Gillespie



Silver Spring, MD 20902

From: [Anita W](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plan
Date: Wednesday, March 12, 2025 7:11:50 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I am not in favor of the University Blvd Corridor Plan. You have not addressed the extra stress on our overcrowded schools, traffic, parking, public services, grid, etc. of adding more multi-family housing in this area. Have you forgotten that Blair HS is the most overcrowded high school in the state? That Northwood HS is NOT being expanded substantially, even though it's being rebuilt from scratch? That we desperately need an additional high school down county to alleviate overcrowding? And that's just one issue - there are so more. Planning is not shoehorning more density into neighborhoods, it's thinking through the ramifications of those ideas and setting up a series of changes for long run success. You can do better than this.

Anita Wiler



Silver Spring, MD 20901

From: [Anna Winthrop](#)
To: [MCP-Chair](#)
Subject: Objections and suggestion regarding the University Blvd zoning proposals impacting the neighborhood of Woodmoor
Date: Wednesday, March 12, 2025 4:13:06 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear MCP Chair,

I was dismayed by the zoning plans for University Boulevard at Four Corners and the neighborhood of Woodmoor, which instead of addressing affordable housing, seem to give free reign to developers in the worst possible area. And as a proponent for pedestrian and bicycle safety, I am not sure why a plan purporting to address these issues is linked to development that would make an already unbearably congested area worse. I also think it is unethical to proceed without impact studies.

I do understand that the county needs more housing. But it seems to me that not only are there other, better places to do it, but that there are areas that would actually benefit from it. Woodmoor is a small neighborhood that is completely contained, feels like and functions like a small town, backs up to the woods and has relatively small, funky homes with big yards and lots of 'character'. People move here for the kid friendly, tight knit community and small town feel. The only downside is that we are hemmed in by Colesville and University and the traffic and congestion is unbearable as soon as you try to leave. The pedestrian and bicycle safety is a huge concern as well.

Again, I am wondering why the issue of pedestrian and bicycle safety cannot have its own plan? I highly suggest an overhead walkway over University to Blair highschool at Lexington Drive. I would also love to have sidewalks in our neighborhood, but I think that has already been discussed and did not have enough support. I do think if any development beyond duplexes or triplexes surrounding Woodmoor were to move forward - in other words, five story buildings or development that affects the inside of our neighborhood (which does not have space, so perhaps this means taking away people's homes?) would meet with shock and outrage. Many people I know are not aware of the plans, and those who have been following are worried and frustrated.

For what it is worth, I am a proponent of affordable housing and generally feel annoyed with the 'not in my backyard' sentiment I have seen here. I am also only aware of the proposed zoning changes that affect our neighborhood. But the development proposals affecting us seem to offer a lose - lose situation for everyone except the developer who will pocket all the cash and is likely not a part of our community.

Thank you for all you do to serve us.

Anna Winthrop

Anna Winthrop
Singer, Musician, Educator



UBC
testimony

James Williamson

S.S. Md. 20901

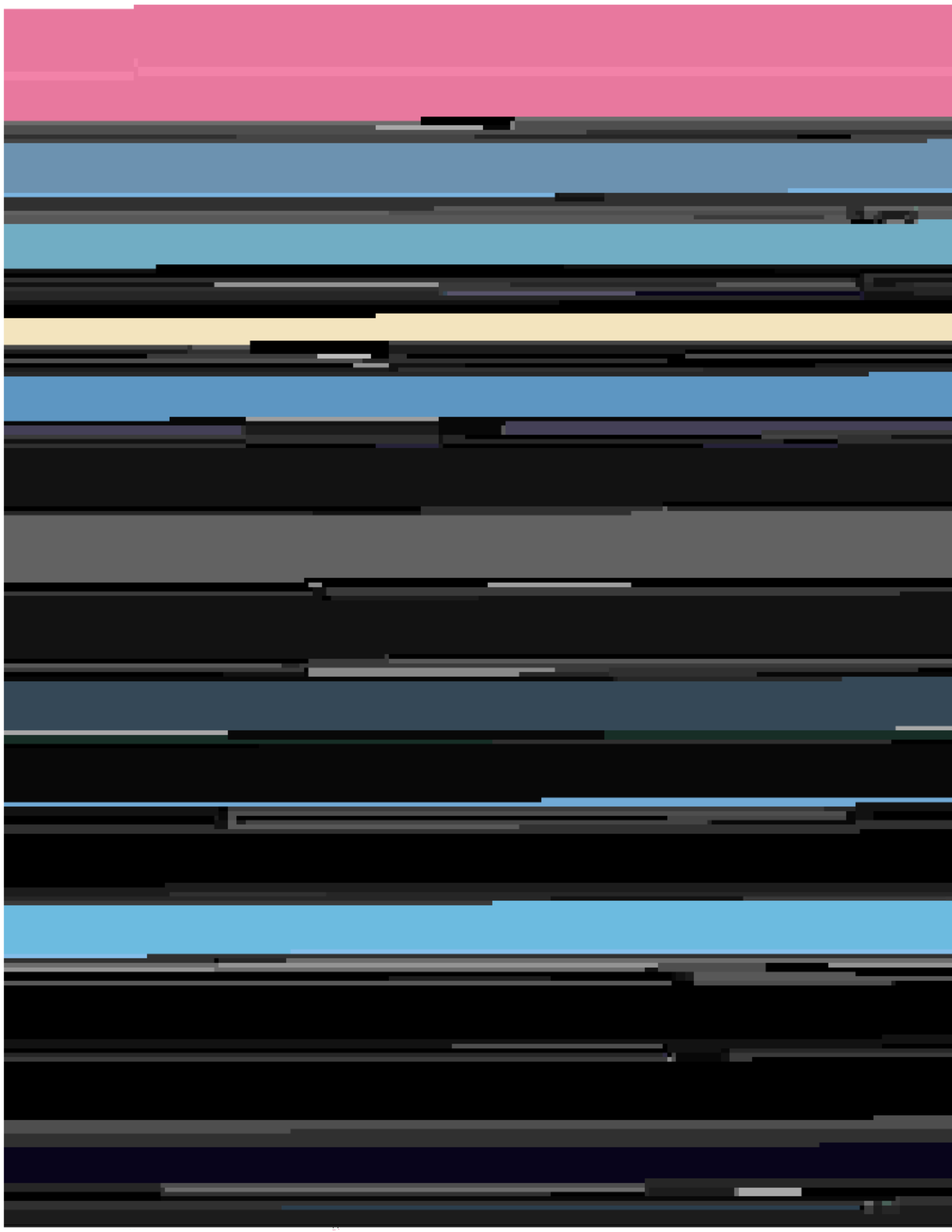
3/11/2025

I live in the Woodmoor neighborhood and have my entire life. I was on the Citizen's Advisory Cmte. the last time a Master Plan for Four Corners was written and it was done for adjacent neighborhoods not a miles long corridor and suggest you go back to the previous format.

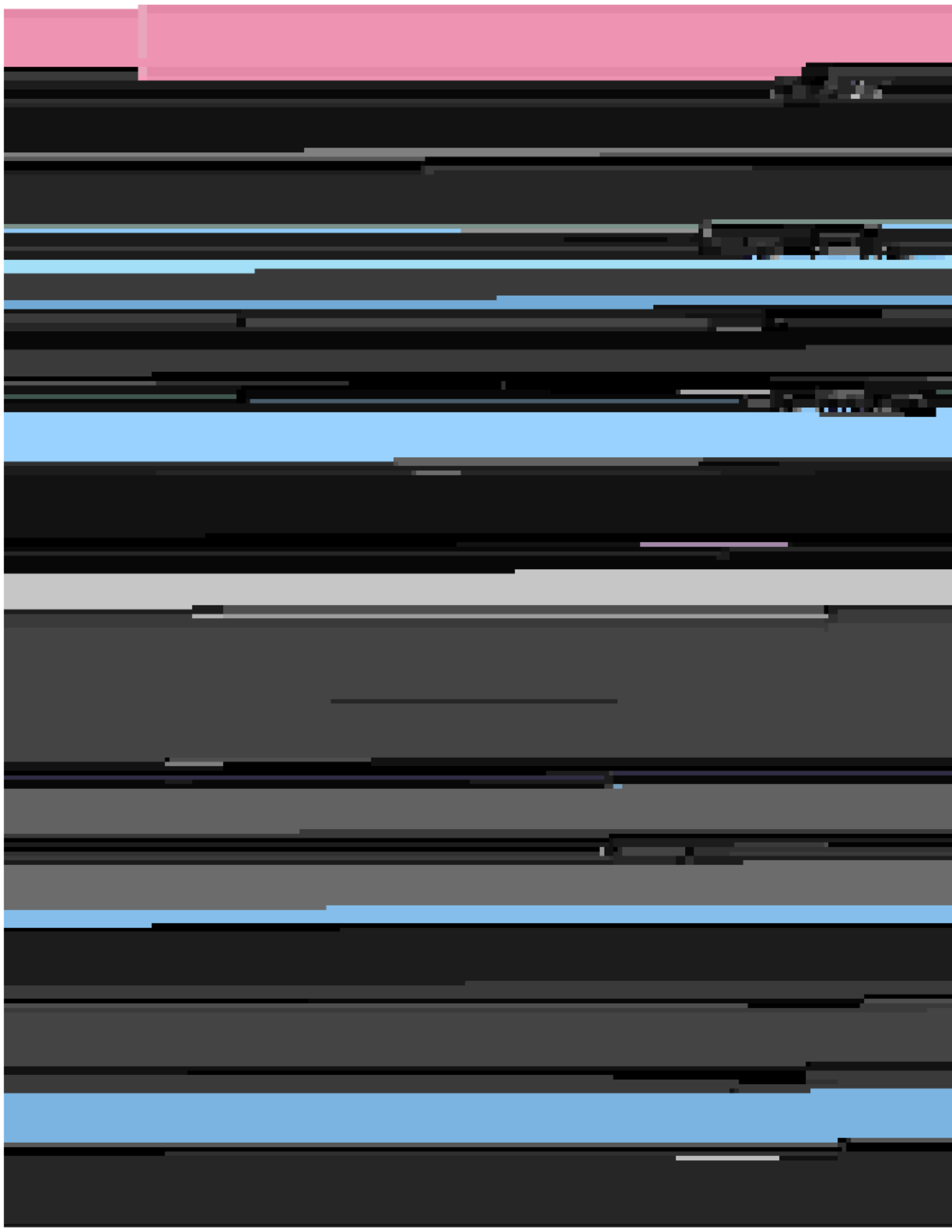
After attending all of the UBC meetings, I don't know which aspect is worse - the housing ideas or transportation changes. Few if any of the Four Corners' residents were asking for either until your staff came along with their proposals. Admittedly there is some support. But the overwhelming sentiment by the people attending your meetings is 1











Email

Support for Proposed Rezo...

Owner

 MCP...

Email

N/A

From

 Beka Ahmed

Bcc






Subject

Support for Proposed Rezoning of Breewood court within the University Boulevard Corridor Plan (UBCP)

To

 <MCP-Chair MCP-Chair>;  MCP-Chair@mncppc-mc.org

Cc

 <Carrie Sanders>;  Adrianvala, Zubin;  Carrie Sanders;  Carrie Sanders;
 Zubin Adrianvala

Date Sent

Date Received

3/12/2025 4:41 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Montgomery County Planning Board,

I am writing to express my strong support for key elements of the University Boulevard Corridor (UBC) plan and the associated proposed revisions to the R60 zoning classification currently under review by the County Council. As a District 6 constituent and homeowner in the Sligo Woods community, I am excited about the opportunities this proposal presents for enhancing the quality of life for residents and homeowners in our area.

I believe that the UBC plan addresses critical community needs, including traffic safety, regional connectivity, environmental sustainability, housing, and economic development. These initiatives are pragmatic and essential for making our community more livable while reducing its environmental impact. The proposed zoning changes along the corridor represent a forward-thinking approach to achieving these goals.

Specifically, the plan proposes to rezone only corridor-fronting blocks, properties within a quarter mile of future Bus Rapid Transit (BRT) stations, and institutional properties to a mix of Commercial Residential Neighborhood (CRN) and Commercial Residential Town (CRT) classifications. This

targeted rezoning would focus growth in transit-oriented, walkable locations, helping the county evolve toward a more efficient and sustainable future.

The changes would also allow community residents the option—not the obligation—to build additional housing types on their property, provided that enough free land is available. This flexibility can lead to more diverse housing options, greater attainability, and improved access to community-serving amenities, such as grocery stores, especially near transit stops. For owners of larger or underutilized lots, the opportunity to develop additional housing types could help alleviate the housing shortage while creating economic opportunities for property owners.

I urge you to support both the University Boulevard Corridor plan and the proposed rezoning changes. These initiatives represent a meaningful step toward addressing our county’s needs for sustainable growth, attainable housing, and economic vitality.

Thank you for your leadership and your attention to these important issues.

Beka Ahmed




Silver Spring, MD 20901



Best regards

Beka A

Attachments

| File Name | File Size (Bytes) | | |
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| There are no Attachments to show in this view. To get started, create one or more Attachments. | | | |
| 0 - 0 of 0 (0 selected) | | | Page 1 |

From: [Bob Loube](#)
To: [MCP-Chair](#)
Cc: ["Wilhelm, Chris"](#)
Subject: A comment about the Univ. Blvd. proposal
Date: Wednesday, March 12, 2025 7:23:30 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I appreciate all of your hard work and good intentions. However, it is my opinion that you have either missed the mark on every one of your recommendations or have not provided sufficient information for anyone to support your recommendations.

Regarding the lack of information, you presented a fantasy utopian vision of how University Blvd. might look after you have made changes to the sides of the road. However, you did not show how that fantasy could fit within the current right of way or what it would do to the front yards of many of the homes that are very close to the current sidewalks. Further, none of the pictures show any utility poles. There are many large utility poles on both sides of University Blvd carrying major electric distribution cables. Do you plan to bury the cables? That is very expensive. If the poles are left in place, then will the poles be in the bike lanes causing accidents, in the tree buffer forcing the planting of only short trees like Redbuds, or in the walk ways where people may have to walk single file to get around them. These problems not only exist on University Blvd but also on the sides streets that your proposal calls for major changes such as Lanark Way.

The elimination of the turning lanes at Four Corners will cause major back-ups because a significant number of cars use those turn lanes. Those lanes allow for access to the beltway entrance on Colesville Road. The right to drive on University Blvd has already been diminished by the introduction of bus lanes. I would not mind the bus lanes if there were ever buses in them. Well over 90 percent of the time those lanes are empty because there are no buses in them. Even with a new rapid bus system, those lanes would be vacant most of the time. Absent from your plan is a neighborhood bus scheduled at least every 15 minutes that runs from Four Corners to the Wheaton library that might provide some benefit.

Adding to the traffic disaster is the proposal to close off a lot of Colesville road to put a bus stop in the middle of the street. How many pedestrians do you want to kill while they are walking across the street to catch the bus? And how many minutes of additional driving time do you wish to add to many people who use Colesville road.

The density proposal also lacks comprehensive thought. First, the proposed area for duplexes or triplexes will not lead to affordable or moderately priced housing. The market will not build it. All in-fill development along University Blvd. has built very large expensive housing. The county mandate for cheaper housing requires a large development with many units. That type

of development is not what is imagined for the rezoned areas. All that will happen if the current plan is adopted would be large units over shadowing current moderately priced housing. Therefore, I oppose all zoning changes in the neighborhood between Four Corners and Northwood High School.

Density could increase in the Four Corners business district except that there is insufficient parking and there is no requirement to increase the number of parking spots. I have in the past suggested that the county propose to Safeway that if Safeway would rebuild the store with several floors of apartments on top of the store, the county would build a multi-story parking garage in the current Safeway parking lot. Of course, nothing like that appears in your report.

Robert Loube

10601 Cavalier Drive

[REDACTED]
[REDACTED]
[REDACTED]

From: [Mackenzie Brown](#)
To: [MCP-Chair](#)
Subject: Fwd: Comment on University Boulevard Corridor Plan
Date: Wednesday, March 12, 2025 9:40:11 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

----- Forwarded message -----

From: **Mackenzie Brown** <[REDACTED]>
Date: Wed, Mar 12, 2025 at 9:39 PM
Subject: Comment on University Boulevard Corridor Plan
To: <MCP-Chair@mnppccp-mc.org>

Good evening,

I would like to submit a comment to be a part of the public record for the February 27 meeting on the University Boulevard Corridor Plan.

My name is Mackenzie Brown and I work in various parts of Montgomery County, including several locations along University Boulevard. I strongly support protected bike lanes, sidewalk improvements, and bus priority projects in the area. Some people may ask why these safety improvements are necessary when it seems that most people in the University Boulevard area are in cars. However, I know that many days I would like to bike to work in the area but end up driving instead because there is simply not a safe way to bike on University Boulevard as it is configured today. I believe many more people would take the bus, bike, and walk in the area if they were not afraid of getting hit by a car while doing so. Additionally, many people do not have the choice of driving due to the cost required to own and maintain a vehicle, and they should not be required to do so to safely access jobs and amenities. Many people with disabilities, the elderly, and youth also are unable to drive and face a choice between staying home or risking injury or death walking and crossing unsafe streets. The large number of wide lanes encourages drivers to speed, and makes it scary to cross the boulevard. I understand that some people are worried about being inconvenienced by these safety improvements, however, I believe the life of someone walking, biking, or taking the bus should be prioritized over a few minutes of a driver's time. For the safety of all road users and to help solve the climate crisis, I urge the council to implement a plan with the strongest possible protections for people riding transit, walking, biking, and rolling. Thank you.

Best,
Mackenzie Brown

From: [Jesse Worker](#)
To: [MCP-Chair](#); [Adrianvala, Zubin](#)
Subject: Writing in support of the University Corridor Transit Plan
Date: Thursday, March 13, 2025 2:05:01 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hi,

My family and I joined the public hearing on February 27th although we missed the registration to testify. We live on 10711 Huntley Pl, Silver Spring, MD 20902, so outside the zoned area, but very much within the community. We have owned a home there since 2018.

Ultimately we support the proposal on three grounds:

1) to increase housing supply in the community and lower overall costs

Jesse

2) add more and safer ways of moving around the community without a car

3) a multitude of climate and local pollution reasons

The public hearing seemed to feature roughly 9:1 ratio opposed to the project. While some of the arguments did not seem to me to be in good faith, i think some were made honestly and either reflected a misunderstanding or a disinterest in the welfare of others outside of their interests.

But I did want to raise some constructive criticism of the draft plan. I thought you could have better undercut some of the arguments made by providing a summary of key facts and figures at the outset based on research (that I'm sure you've conducted) on reduced pedestrian accidents, air pollution, travel times, and any other modeled outcomes or examples from similar cases.

Also some people have argued (somewhat convincingly) that while mixed use upzoning is a good idea, that to do it on a busy boulevard sub optimal. Are there explanations for why this isn't happening closer to the Wheaton metro? and if i understand correctly the BRT will only run in one direction?

We are fairly new to join the discussion, but these were my first impressions.

Thanks for your efforts.

Jesse

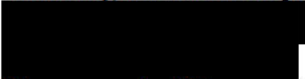
From: [Peter Gray](#)
To: [MCP-Chair](#)
Subject: University Boulevard Comments
Date: Thursday, March 13, 2025 8:52:18 AM
Attachments: [University Boulevard Corridor Comments - March 12, 2025.pdf](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

See attached

--

Peter A Gray
Montgomery County Organizer
Washington Area Bicyclist Association


Pronouns: he/him

Find us on Facebook, Twitter & Instagram - @wabadc

WABA's advocacy work is possible thanks to the financial support of our members. [Join](#) or [Donate](#) Today!

University Boulevard Corridor Comments - March 12, 2025

I am writing to share my thoughts about the University Boulevard Corridor Plan.

I'm supportive of much of what the staff has proposed. I think there's a significant opportunity here to increase housing near transit and near existing amenities and I'm glad to see that proposed here.

Transit is already strong here, and is slated to become even stronger as Bus Rapid Transit (BRT) expands. This is a good thing, but needs to be supported by safe walking and biking. Right now it is deadly to cross the roads, and I'm not sure that this plan goes far enough in its recommendations for making the corridor safer for all users.

Bike/Pedestrian Issues

The bicycle/pedestrian proposals in this plan are good, but also do not go far enough. They need to consider the things people actually want to walk and bike to in this area – schools, places of worship and shops. Too much of the focus on conversation has been on getting people through this area at very high speeds. It should instead be on making it possible to get around without a car because that will reduce a good deal of small trip-traffic.

Street Grid

I support the expansion of the street grid in downtowns, town centers, transit corridors, and suburban centers of activity to create shorter blocks. The plan calls for 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.

A focus on Four Corners:

I am glad to say yes to increasing housing, and especially making better use of the Safeway lot and the US Post Office site within this corridor. These would make a fantastic place for mixed use development, and if it were redesigned to include housing it would serve the entire community better, with better parking options.

The report calls for concentrating maximum development intensity along University Boulevard and ensuring building heights transition to residential properties along Timberwood Avenue. That's very good!

I feel very strongly that Woodmoor should be mixed use! Make it walkable, and bike-able. This area becomes a island in a sea of cars, but need not be that way. If people in surrounding neighborhoods could walk to amenities like shops, the huge Montgomery Blair High School and its wonderful athletic fields and numerous churches/synagogues in the vicinity we could significantly reduce car traffic here. Studies show that the majority of trips people make are short ones and if safe, could be made by foot or by bicycle.

Specifics on bikes/peds:

Page 68 shows a 'bypass' for bikes in 4 Corners. This is a positive step but the plan seems to

ignore/miss the need to connect bikes and pedestrians safely to RT29/Colesville going north and south. People should be able to do that!

I endorse the recommendation to consider a mid-block pedestrian connection or linear open space from Colesville Road (U.S. 29) to Sutherland Road between University Boulevard West (MD 193) and Timberwood Avenue, to expand pedestrian activity and improve alternative access to BRT. (page 95) This would be a big improvement and would create a much more human-scale roadway. But this should also be part of a new sidepath on RT29/Colesville. A sidepath should go from University all the way to Tech Road, and should be wide enough for shared use of both bikes and pedestrians, and there should be sidewalks at the least on both sides of that road.

I also like that the report calls for consolidating or relocating driveways along University Boulevard West (MD 193) in the event of redevelopment, in order to improve the public realm for those walking, biking and rolling and to facilitate access for transit users.

Page 95 clearly shows US 29 as a boulevard or town center boulevard, so speed limits should be

lowered! This plan will only succeed if we slow cars down to a safer speed, especially in the off hours/non-rush hours, when cars can be seen going significantly faster than the posted speed limit on very empty lanes on US 29.

Parking:

I support the plan to locate structured parking, either above or below grade, that minimizes street exposures. (see page 65) More parking is needed, but should not be in the form of open lots.

Bike Parking is also needed, and should be required for all new development in this area.

There is currently NO PLACE TO PARK A BIKE. This could be a great business opportunity for this shopping center – and could bring significant economic benefits to all.

Thanks for your time and attention to this important part of my community.

Peter Gray



Washington Area Bicyclist Association

From: [Alan Felsen](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan
Date: Thursday, March 13, 2025 9:39:58 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I am writing to provide my input on the proposed University Boulevard Corridor Plan.

I will try to keep this brief. I mostly support the plan. While I'm sure there are specific areas of the plan that could be improved, I do not agree with many of my neighbors who think the status quo is acceptable or that safety should take a back seat to moving cars faster.

I support reducing the number of travel lanes on University Boulevard to ensure safety for all users. It is a calmer, safer road with the existing bus lanes and should not go back to being a 6-lane highway.

As a resident of Kemp Mill, I fully support the rezoning of the Kemp Mill Shopping Center to allow for mixed-use development and the plan to connect the shopping center directly to University Boulevard through what is now the entrance to the University Towers / Warwick apartments.

I support the removal of the slip lane from Arcola Avenue to University Boulevard. This is a dangerous design and is directly adjacent to a high school on one side and high density housing on the other. There must be other ways to facilitate a reasonable flow of right turning motor vehicle traffic from Arcola onto University without endangering pedestrians. Throughout the plan, I support using traffic engineering best practices to design the roadways with safety as the first priority.

I also support lowering motor vehicle speeds in the corridor and surrounding areas, but not by lowering the speed limits as proposed in the plan. Many of the posted speed limits are already safe IF PEOPLE DROVE THE SPEED LIMIT! **I propose that instead of calling for lower limits, the plan should call for stricter enforcement of existing limits.** Specifically, the county should lobby the state to change the threshold for automated camera enforcement to *6* mph over the posted limit on any road with a speed limit under 40 mph, or define the enforcement limit as a percentage of the posted speed, rather than a fixed 12 mph as is currently the law. The idea that there is no penalty for driving 76 in a 65 mph on a limited access highway, and also no penalty for driving 36 mph in a 25 mph zone in a neighborhood is nonsensical. The level of risk created by those speeds is not comparable.

With sufficient automated enforcement, fining drivers at about 31 mph in residential areas currently posted at 25 mph and 41 mph on the parts of University currently posted at 35 mph should reduce speeds. Lowering the speed limit to 20 on neighborhood streets and 30 on many parts of University, knowing that automated enforcement only begins at 32 / 42 mph makes the posted speed limit almost irrelevant. If we're envisioning a different future for this corridor, maybe we can envision one where the speed limits are reasonable, but people are actually expected to abide by them.

Alan Felsen



Silver Spring

From: [walter jones](#)
To: [MCP-Chair](#)
Subject: Strongly against the plan for University Blvd.
Date: Thursday, March 13, 2025 9:40:12 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Please add me to the list of those opposed to the ill-conceived plan for University Blvd (and who have shown up to the community meetings to express my opposition). I have lived between Arcola and University Blvd. for nearly 30 years. I have grown increasingly dismayed with the apparent tone-deafness of local government officials and planners who seem hellbent on forcing an unpopular and woefully inefficient plan on voters who have overwhelmingly expressed their disapproval.

The neighborhoods in the affected areas are already becoming overcrowded. The proliferation of accessory dwellings has added to the population density, reflected by increased vehicular traffic and parking needs. Many neighborhoods lack sidewalks and the increased presence of cars presents an unacceptable risk for those of us who live in the area 24/7/365- most likely unlike all of the consultants who developed the plan based on some unrealistic and flawed perception of our local needs. They do not have to live with their mistakes, we do.

In addition, the increased population has brought about a larger student population at, for example, Arcola Elementary School. The increased school foot traffic will be put more at-risk with the new plan as drivers frustrated by the gridlock on University seek shortcuts through our neighborhoods. The notion that drivers will patiently wait on a congested University Blvd. and not turn off into the adjacent neighborhoods is pure fantasy. Just as water always seeks lower ground, anxious, irate drivers will flood local neighborhoods creating havoc for the children and others. Turning University Blvd. into a clogged artery while creating more risks and dangers in our neighborhoods is not sound urban planning. Who shall we thank for our children being put at-risk? Our neighborhoods are not urban planning and graduate school experiments. There are families who pay taxes, and children who will have to deal with the aftermath while the consultants and local officials look the other way from their distant abodes. In short, the "solution" to alleviate traffic problems and incidents on a major thoroughfare will only push the risk into the surrounding neighborhoods. Note, the neighbors along Blueridge Ave. have tried repeatedly to install road bumps to slow down traffic (exacerbated by the increased volume of cars), only to be entirely ignored by local officials who have not even deigned to respond to our outreach. My fear is that like the bus lanes on Georgia Avenue, which were supposed to be temporary yet to the chagrin of those living in the area and most adversely impacted remain to this day, the short-sighted University Blvd. plan will similarly be forced onto an unwilling public.

Slowing down traffic on University Blvd. in favor of a median and dedicated bus lanes is short-sighted and reflects yet another "solution" based on a shockingly inaccurate assessment of the impact. Moreover, underlying the spurious case for bus lanes and a median is the notion that pedestrian traffic incidents will fall. Perhaps the focus should be on the pedestrians who cross against traffic and not at crosswalks, intentionally putting themselves at-risk. The conclusions calling for a median; etc. seemingly disregard entirely that almost daily there are repeated incidents of pedestrians who jaywalk. How does the plan address this risk? It does

not, and completely ignores the fact that slowing traffic to a crawl will never replace the need for personal responsibility. The burden should be assessed equally on both drivers AND pedestrians. Not simply on making the lives of those who must drive worse.

Finally, rezoning to allow for high-density dwellings reflects yet another decision to disproportionately place the burden of living in overcrowded neighborhoods on the less affluent. I am unaware of similar plans to rezone Democracy Boulevard, Falls Road, or Bells Mill Road. There are ample open spaces in those areas yet a striking paucity of high density living building construction. Why not develop some of the open land near the Bullis School and build high-density housing there? Funny how that is never discussed as an option. Thank you for the hypocrisy.

I add my support to those who vigorously oppose the plan for University Blvd., just as I plan to vote against all those elected officials who fail to "read the room". The time has come for elected and public officials to stop promoting personal pet projects and instead listen to those who voted them into office.

Sincerely,

A fed-up voter with a long memory.

From: [Maureen Sanelli](#)
To: [MCP-Chair](#)
Subject: Comments on University Boulevard Corridor Plan
Date: Thursday, March 13, 2025 11:40:42 AM
Attachments: [Orange's HOA comment letter on University Boulevard Corridor Plan 3-13-25.pdf](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good morning,

Attached please find comments on the University Boulevard Corridor Plan from the Orange's Homeowners Association, which consists of 33 households.

We welcome the opportunity to meet with the Board to discuss our concerns and suggestions. Please do not hesitate to contact me or anyone else listed on the letter for assistance.

Thank you for your consideration,

Maureen Sanelli
President
Orange's Homeowners Association

Orange's Homeowners Association

P.O. Box 613

Silver Spring, MD 20901

Orangeshoa@gmail.com

March 13, 2025

Chair Artie Harris

Montgomery County Planning Board

2425 Reddie Drive

Wheaton, MD 20902

RE: The University Boulevard Corridor Plan

On behalf of our 33 member households, the Orange's Homeowners Association is pleased to submit comments on the County's plan for the redevelopment and upgrade of the University Boulevard corridor (UBC). Our comments focus on the proposals that most affect our community, which is mainly located above the intersection of Whitehall Street and Orange Drive. We also have a member whose home fronts Orange Drive and two members whose homes front the south side of University Boulevard between Dennis and Gabel Avenues.

Changing zoning for single-family homes to allow for other residential buildings

The current rezoning proposal would most directly affect two of our members' homes, as well as modify the character of properties near our members' homes. The UBC's change in zoning would enable these property owners to redevelop their properties, to build apartments, duplexes or other buildings near us.

While recognizing that increases in density are an integral part of urban growth, we would like some assurances that such redevelopment would be appropriately constrained by planning parameters to ensure that the overall aesthetic quality of our neighborhood is protected. Having the spatiality and landscape of future multi-resident units along University Boulevard respect and harmonize with our single-family neighborhood is very important to us, and we would welcome hearing more details about that.

We also have concerns that increasing this density would exacerbate parking problems, particularly given that these redeveloped higher-density properties may not be required,

under Zoning Text Amendment 23-10, to provide additional parking for residents. Depending on how tall the buildings were, they could also block access to sunlight, which would lessen our members' enjoyment of their homes.

It would also be good to receive confirmation that existing homes within our HOA would not be encumbered with any of the costs of transportation infrastructure upgrades along University Boulevard, and that such costs will instead be borne by the developers of those properties.

For these reasons, we seek an opportunity to speak with you or your colleagues about the proposed zoning changes, so that we can learn how the UBC redevelopment will respect the character and low-density quality of properties that are adjacent to the UBC and currently zoned for single-family use only.

Connecting Gilmore Avenue and Breewood Road to Whitehall Street

Currently, Gilmore Avenue dead ends into Orange Drive. A parcel of land, noted on the maps as a right of way for a future road, is now undeveloped and largely uncared for, but currently prevents traffic on Gilmore from continuing onto Whitehall Street.

We do not support connecting the two roads for automobile traffic. We are concerned that such a connection between Gilmore Avenue and Whitehall Street would increase traffic on Whitehall Street, and significantly diminish the character and safety of this small residential access road. We already have issues with drivers ignoring our Dead-End sign and speeding up our street because they erroneously believe Whitehall Street is a through street. Creating a vehicular connection between Gilmore and Whitehall Street would almost certainly make the situation worse, particularly with the proposed narrowing of University Boulevard. The increased traffic also would put owners' vehicles at risk of damage, as most of our HOA members park on the street, due to homeowners having multiple cars and/or small garages/driveways. With vehicles on both sides of the street, the likelihood of property damage increases. Similarly, pedestrians, children and pets crossing the street would also be at risk, particularly if drivers cannot see them between parked cars.

We have similar concerns about connecting Whitehall Street and Breewood Road for automobile traffic. Connecting these two streets would mean even more traffic on Whitehall Street. It would also require demolishing one of our few common areas, which provides our community with green space and creates privacy between us and the MacDonald Knolls Early Childhood Center and its grounds. For these reasons, we oppose the proposed connection of Gilmore Avenue and Breewood Road to Whitehall Street for automobile traffic.

Those concerns noted, we would be very supportive of the UBC including a provision for a new landscaped (and handicapped-person-accessible) pedestrian sidewalk connecting

Whitehall to Gilmore and Breewood. New sidewalks would enhance the walkability of the whole neighborhood, particularly for students walking to Forest Glen elementary school and Northwood High School. We would be happy to discuss changes like this with the Board.

Affirming the rights of homeowners' associations to require members to keep single-family homes on their properties

While the proposed zoning change does not require property owners to replace their single-family homes with other types of residences, the authorization to do so could make it more challenging for small associations like ours to prevent unwanted conversions of single-family homes into multi-person residences. For this reason, we ask that the Board's plan include statutory language expressly allowing homeowners' associations within the UBC to prohibit their members from replacing single-family homes with multi-person residences, such as duplexes and apartment buildings. Expressly granting associations this power prevents potentially costly legal battles over whether we have the power to block action that the County otherwise permits.

Conclusion

Having attended the community meetings on the plan for the University Blvd. corridor, we appreciate the priorities that the Board is trying to balance and the thoughtfulness that went into the plan's development. Given our concerns, however, we would like the opportunity to speak with the Board about the proposals' effects on our neighborhood and to consider reasonable alternatives, where possible. Please contact any of the individuals listed below for assistance.

Maureen Sanelli
President, Orange's Homeowners Association
[REDACTED]

Christine Lucas
Vice President, Orange's Homeowners Association
[REDACTED]

Lyuba Tartova Maybury
Secretary, Orange's Homeowners Association
[REDACTED]

Morgan Hoover
Treasurer, Orange's Homeowners Association
[REDACTED]

From: [Sam Wolf](#)
To: [MCP-Chair](#)
Subject: Correspondence re University Boulevard Corridor Plan
Date: Thursday, March 13, 2025 1:30:38 PM
Attachments: [2025-03-13 - Letter to Planning Board re UBCP.pdf](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Please see attached.

Samuel T. Wolf
Meyers, Rodbell & Rosenbaum, P.A.
[REDACTED]
Riverdale Park, Maryland 20737
[REDACTED]

This is an email from a law firm, and it may contain confidential and/or privileged information, attorney work product, or other content that is exempt from disclosure by law. If you received this message in error and/or you are not named as a recipient, please notify the sender by replying to this email or by phone at the number above. In addition, please delete the email (and any copies) along with any attachments to the email. Any disclosure, distribution, dissemination, copying, or other use of this email by an unintended or unauthorized recipient is strictly prohibited.

Samuel T. Wolf
[REDACTED]
Silver Spring, MD 20901

March 13, 2025

Dear Planning Board:

My name is Sam Wolf. I live on Kerwin Court with my wife, daughter, and dog. Our home is in the portion of the Northwood-Four Corners neighborhood that the University Boulevard Corridor Plan proposes to rezone from R60 to CRN. If the UBCP is adopted and carried to fruition, it will harm our neighborhood and not produce any meaningful benefit for the County.

The Board should **not** adopt the upzoning as proposed in the UBCP. If there is to be any upzoning or increased density in the Northwood-Four Corners area of the plan, it should be narrowly tailored and limited to those areas that already have commercial development.

The Planning Board should exclude the area from Royalton Road through Caddington Avenue from any proposed upzoning. Our neighborhood cannot support the proposed increased density, and the zoning changes would change the character of the neighborhood for the worse and force out many current residents.

The first reason to reject the proposed upzoning is a practical one. Our decades-old single-family home neighborhood cannot support the increased density. Increasing the number of residents would inherently mean increasing the number of school-aged children. Our neighborhood is served by Forest Knolls Elementary School. That school has a maximum capacity of 581 students. MCPS projects that 550 students will be enrolled at FKES by the 2027-2028 school year.¹ There is no room on the school's lot for the building to be expanded, and there is no place to put portables. There is no place in the neighborhood—or any surrounding neighborhood—where a new school could be built without the loss of a substantial number of existing houses and imposing the significant financial burden on the county of acquiring the land.

Increasing the residential density of our neighborhood would increase the number of cars and traffic in the neighborhood. It seems that this was not seriously considered when the UBCP was developed, as there is no way our neighborhood can accommodate the increased number of cars that would need to park or drive

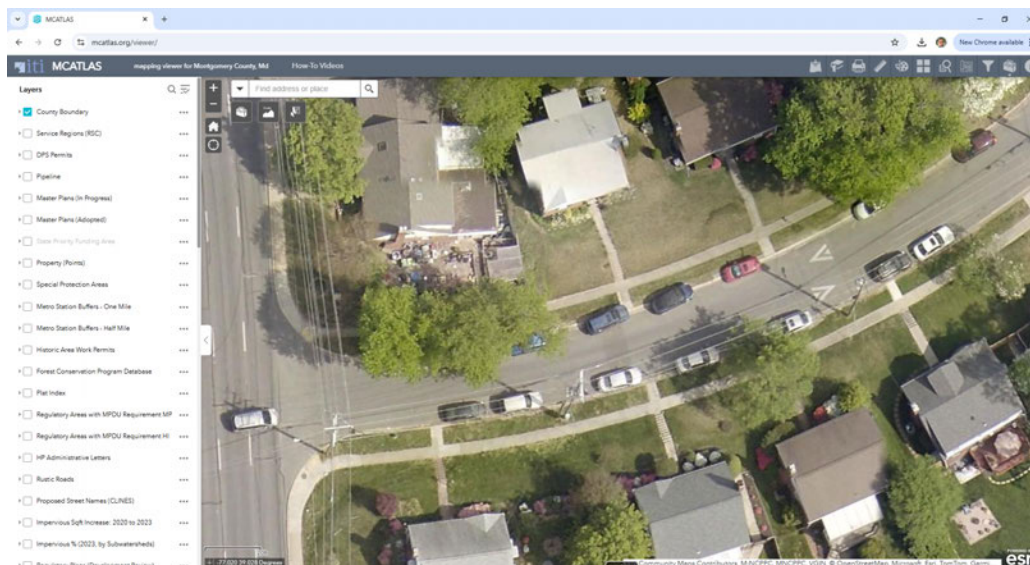
¹ See

<https://ww2.montgomeryschoolsmd.org/departments/regulatoryaccountability/glance/currentyear/schools/02803.pdf>.

through the neighborhood. The streets in our neighborhood in the immediate vicinity of University Boulevard—where the upzoning is proposed—already have problems with parking and traffic. Many of the homes in our neighborhood lack off-street parking or have insufficient off-street parking, and because of the way the lots are shaped and/or graded cannot have off-street parking added to them. Our roads are extremely narrow. The result is that virtually every legal street parking space is usually taken on nights and weekends. On Kerwin Road between University Boulevard and Kerwin Court, cars are routinely parked halfway on the curb and the road is *still* too narrow for two cars to pass in opposite directions,² creating unsafe situations when cars attempt to turn into the neighborhood when another cars is attempting to leave the neighborhood by turning onto University Boulevard. Combined with the traffic slowing and transit measures proposed for University Boulevard, increasing the density of the area immediately adjacent to University Boulevard will only have the effect of causing more traffic cutting through our neighborhood to go from eastbound University Boulevard to northbound Colesville Road. Cut-through traffic is already a problem in our neighborhood, and frustrated drivers speeding through are neighborhood is a problem that should be reduced, not worsened by increasing density.

Implementing the UBCP would require changing the character of the neighborhood and displacing the residents who currently live between University Boulevard and Edgewood Avenue. Our diverse neighborhood consists predominantly of detached single-family homes. The approximately 200 homes that would be affected by the upzoning in our neighborhood are some of the most affordable detached single-family homes in the County. My wife and I chose to buy our home in Kerwin Court

² This image from mcatlas.org depicts Kerwin Road from University Boulevard to Kerwin Court on a morning in April 2023 (judging by the blooming azaleas and shadows from the morning sun). Parking is worse in evenings and on weekends when residents (and their cars) are at home.



in 2014 specifically because we sought an affordable suburban single-family home with a fenced-in yard for our dogs and children to play in that had quick and easy access to the beltway. Those are the same factors that led so many of our neighbors to this neighborhood.

The zoning changes would change our neighborhood for the worse and force many of us out if UBCP were fully implemented. The proposed higher density and some of the proposed changes to the University Boulevard right of way itself are incompatible with the existing layout of the neighborhood. Thus far the UBCP has been pitched as increasing density and providing attainable housing by allowing the building of duplexes and triplexes that would blend into the existing community. The idea of that happening in our neighborhood is implausible nonsense. No one develops a property without seeking to profit. It defies logic and any understanding of human nature to believe that anyone would purchase a single-family home in this neighborhood at market value and then go to the expense of tearing down the current structure, building a new duplex or triplex, and subdividing the property into multiple taxable parcels, without selling each unit for more than what was paid initially for the original single-family home. The only foreseeable way any developer would create increased housing density is by acquiring several lots to construct condominiums or apartment buildings of the type that have been built in other areas of the County that have traditionally had a more commercial use, like the Flats at Wheaton Station or Rockville Town Square.³ Even then, the prices or rents will be comparable to or more expensive *per unit* than each single-family home that is being replaced. The proposed increases to the FAR with the upzoning would further incentivize the large-scale redevelopment of our neighborhood into condominiums or apartments. The proposed change to CRN zoning with a 1.0 FAR permits a large increase in density, and far more than what has been suggested as permitting duplexes and triplexes. That is especially true since, for purposes of calculating FAR, the lot size of each property along University Boulevard is presumed to include the land under University Boulevard to the center line of the right of way.⁴ Allowing such development in our neighborhood would leave current homeowners with the awful choice of either selling to the developers buying up lots around them or stubbornly staying in their home like Carl in the movie “Up” while condos are built around them. Increasing density, and therefore traffic, would also likely make University Boulevard as miserable to drive on as Route 1 between the Beltway and the University of Maryland. As discussed earlier, the residents of this neighborhood chose to live in a suburban, single-family home neighborhood. None of

³ Notably, these developments describe and price themselves as “luxury.” At Fenestra Apartments in Rockville Town Square, \$2,972 rent per month will get you a 1,306 2-bedroom, 2-bathroom apartment with a den. <https://www.fenestraapts.com/rockville/fenestra-at-rockville-town-square/conventional/>. That is more expensive than the mortgage payment on my 4-bedroom, 2-bathroom house on Kerwin Court. The Flats at Wheaton Station are priced similarly, rent there for a fifth-floor apartment with 2 bedrooms and 1.5 bathrooms is a whopping \$3,089 per month.

⁴ Md. Code Ann., Real Prop. § 2-114.

us chose to live in a downtown area. We do not wish to be converted into a downtown area.

The proposed safety and transit changes to University Boulevard are also inconsistent with the housing that currently exists in our neighborhood. The widening of University Boulevard over the years has already eaten away at the lots along the road. Past decisions of this Planning Board, along with the County and State, are the reason why there is no buffer between the narrow sidewalk and the travel lanes of University Boulevard. There is no way to create a tree-lined buffer between the traffic of University Boulevard and a more walkable sidewalk without widening the right-of-way or eliminating travel lanes that are needed to accommodate vehicular traffic (the very reason University Boulevard was widened in the first place). There is no way to carry out the UBCP's vision of eliminating driveways along University Boulevard. There are no alleyways or side streets to which those driveways could be redirected, and there is nowhere to construct new alleyways or side streets without eliminating current residents' yards and houses. Even the idea of planting trees along University Boulevard is impractical given the utility lines currently running along University Boulevard, which would need to be buried (at great expense) first.

While the safety of foot and bike traffic along University Boulevard should be improved, the methods used to improve safety should be more measured than what is proposed in the UBCP. University Boulevard exists the way it does because it is necessary to meet the transportation needs of this County and Prince George's County. It is three lanes wide in each direction because it needs to be. Even if a larger percentage of the area's population could be convinced to use buses, and sufficient numbers of buses, drivers, and routes could be funded, most people will continue to use personal cars. As the population grows, that means more cars. Taking away traffic lanes to dedicate them to bikes and buses is unwise. Even where the State has painted the red bus lanes on University Boulevard, buses are infrequent, bike use is almost entirely non-existent, and the bus/bike only signs are routinely ignored by aggressive drivers who are too impatient to sit in the congested rush hour traffic in the other two lanes moving 10 mph below the speed limit.

A few final thoughts:

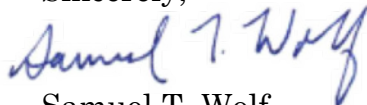
- There is no logical reason increased density should be tied to the proposed improvements to the University Boulevard right of way. If the desire is to make University Boulevard safer, and more walkable and bikeable, then do that. That can be done without adding greater density burdening the neighborhood.
- There is no logical reason the zoning changes need to be as extensive as they are. There are areas where zoning changes could be a good thing, like right at

the Four Corners intersection, which is already devoted to largely commercial use, but the business were all plopped down in a haphazard way with no thought given to ingress, egress, or parking. Those limited areas might be a good place to put limited mixed-use development. But there is no reason R60 zones should be changed to CRN or CRT.

- The UBCP seems to rely heavily on assumptions about transportation changes that may or may not ever happen, like a currently unfunded proposed BRT line on University Boulevard. Even if there were some rational basis to link increasing density with promotion of public transportation, the *only* thing that the Planning Board and the Council have within their power to do that could cause immediate change would be the proposed upzoning. There is no reason to do the proposed upzoning while the transportation proposals are still so uncertain.
- The UBCP as currently conceived is bad policy and bad politics. The Planning Board's constituency—and later the Council's—is the current population of Montgomery County, not some hypothetical future population. While thought should be given to how we will accommodate the foreseeable needs of future residents, the plans made for the future should not be made to the detriment of those who actually live here now.

Thank you for your consideration. As you are aware from the other letters you are receiving and the public hearing on February 27, the public has an overwhelmingly negative view of the UBCP. I hope you will take my concerns and those of my neighbors to heart and reconsider this very flawed plan.

Sincerely,



Samuel T. Wolf

From: [Chuck Boyars](#)
To: [MCP-Chair](#); [Adrianvala, Zubin](#)
Subject: Comments on University Boulevard Corridor Plan
Date: Thursday, March 13, 2025 2:04:35 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello All. Thank you for the opportunity to comment on the University Boulevard Corridor plan. And thank you for your hard and thoughtful work to make the County a better place to live.

Some background for my perspective: I live in the Kemp Mill neighborhood. I was born and raised here and recently moved back to the area from downtown Silver Spring. I am thus a lifelong user of University Boulevard. We are a one-car family. I ride Lime scooters (bike-adjacent for the lazy!) and Ride-On buses to commute to the Wheaton Metro. We have young children and value walkability and improved non-car travel options.

In my view, the proposed re-zoning associated with the UBC is good. We don't live in a museum. Allowing market forces to drive more density and redevelopment will keep our community vital in the long run.

The proposed wholesale changes to University Boulevard traffic patterns seem truly ill-advised. Beginning with the items of greatest concern, these include bans on right turns on red, eliminating or reconfiguring merge lanes, dedicating lanes to bus rapid transit, and lower speed limits.

These proposed changes would impose concrete time costs on the thousands of drivers who pass through every day, and they are disproportionate to the limited and/or speculative safety, community, and transit-related benefits that would result. Again, I say this as a relatively infrequent driver and a user of non-car modes of transport in the UBC. And indeed, there are places where a plan like this would make sense. But - with due deference to the experts behind the plan - here it feels like a one-size-fits-all solution that is driven by abstract principles rather than the facts on the ground. The existing bus lanes and the trialed bike pilot seem to have been driven by the same impulse; these had a net-negative impact in my view and certainly attracted a negative community reaction. Please don't expand the scale of those well-intentioned mistakes. Any of these items could be implemented in the future to solve site-specific safety issues or in response to additional development and changing transportation patterns. Don't change everything quickly in a top-down way that would be very hard to undo.

Thank you for your consideration.

Chuck Boyars
Silver Spring

From: [April Giandomenico](#)
To: [MCP-Chair](#)
Subject: UBC Plan testimony
Date: Thursday, March 13, 2025 4:13:29 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I write as a concerned long-term resident, single parent of two young children, small business owner, and president of the Glenview Neighborhood Association. I strongly support the University Boulevard Corridor Plan in its entirety.

I travel on University Boulevard daily, shuttling my children from my home on Francis Drive to Glen Haven Elementary, and to the daycare center at Northwood Presbyterian Church (1200 University Blvd W). I see firsthand how our community would benefit from traffic calming measures on this major roadway. It does not feel safe to walk along the sidewalks alongside University Boulevard with young children.

Glen Haven Elementary School has held Walk to School Day celebrations, starting at Wheaton Forest Local Park (1700 University Blvd W). Staff organizing the event clearly saw that the sidewalk along University Boulevard was not safe for children to walk between the park and the elementary school. They arranged for a path that led through fields and down a steep slope to the grassy area behind the school instead of following the most direct route on sidewalks. The route was not accessible for parents pushing children in strollers.

I applaud any efforts to make our community more walkable, and accessible to residents wanting to use non-car-based transportation.

There are many more elements to this plan I could write in support of (increased housing density, and improvements in connections to Sligo Creek trails, please!) but as my 3 year old is now crawling up my leg and demanding attention I will cut this letter short.

Thanks for your consideration!

Sincerely,
April Giandomenico

[REDACTED]

Jake and Phoebe's mom

From: [Fred Friedman](#)
To: [MCP-Chair](#)
Subject: comments on University Boulevard Corridor draft
Date: Thursday, March 13, 2025 4:44:49 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

As a long-term Kemp Mill resident, I wish to express my opposition to the University Boulevard Corridor draft plan.

The proposal to add more bus lanes is horrible. This would only serve to increase congestion. The only changes I would recommend is the removal of the current, seldom used bike/bus lanes. Dedicated bus lanes not only lengthen the daily commutes, but forces cars to merge in a short distance prior to making a left turn, which is dangerous. Additional traffic elements such as lower speed limits, removal of right-on-red and merge areas, are terrible ideas that would only worsen the commutes.

The traffic arteries are critical for the health of our community. Implementation of the draft plan would choke these arteries and lower the quality of life. Facilitation of traffic flow should take higher priority over less essential modes of transportation such as walking, bikes and buses.

The plan for higher density housing is another call to disaster. The current roads can barely support the current number of cars. Higher density would only lead to more congestion, especially along Arcola Ave, make daily commutes a greater misery than they are now.

I see nothing positive in the proposed changes. If implemented, I foresee the degradation of life within a wonderful community.

Fred Friedman
Silver Spring MD



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

MEMORANDUM

March 14, 2025

TO: Artie Harris, Chair
Montgomery County Planning Board

FROM: Corey Pitts, Manager for Transportation Policy and Planning
Department of Transportation

SUBJECT: University Boulevard Corridor Plan
Public Hearing Draft – Department of Transportation Comments

Thank you for the opportunity to review the January 2025 Public Hearing Draft of the University Boulevard Corridor Plan. In addition to the attached detailed technical comments, we would like to highlight several significant issues. In the items below, footnotes identify the associated comment number in the attached detailed technical comments.

- 1) **TRANSIT LANES IN FOUR CORNERS:**^{18,19,30} We strongly recommend that dedicated bus lanes be provided through Four Corners. Bus lanes are among our top priorities through Four Corners as this corridor already carries very high passenger volumes and provides important regional connectivity. Recent ridership data from WMATA shows ridership almost 40% above pre-pandemic levels. The County worked with the State to install dedicated bus lanes along the portion of University Boulevard between Amherst Avenue and Dennis Avenue. Extending these bus lanes through Four Corners will enhance the current investment in prioritizing transit along the corridor. These lanes will support other goals of the plan, including:
 - The higher densities proposed by the Plan's zoning are justified on the basis of high-quality bus services. Bus treatments are key for maintaining on-time performance and making transit a viable and desirable transportation option.
 - Without significant improvements to transit, driving will remain the mode of choice along the corridor, which will undermine the Plan's goals of improving multimodal safety, livability, walkability, and bikeability.
 - Transit lanes would boost the County's ability to meet the Plan Vision (p11) seeking to "leverage new transit infrastructure to reduce carbon emissions and advance the county's Climate Action Plan (CAP) goals", and also to support the Thrive Montgomery 2050 goal to "make transit the fastest, most convenient, and most reliable way to travel" to activity centers.

Office of the Director

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montgomerycountymd.gov/311



301-251-4850 TTY

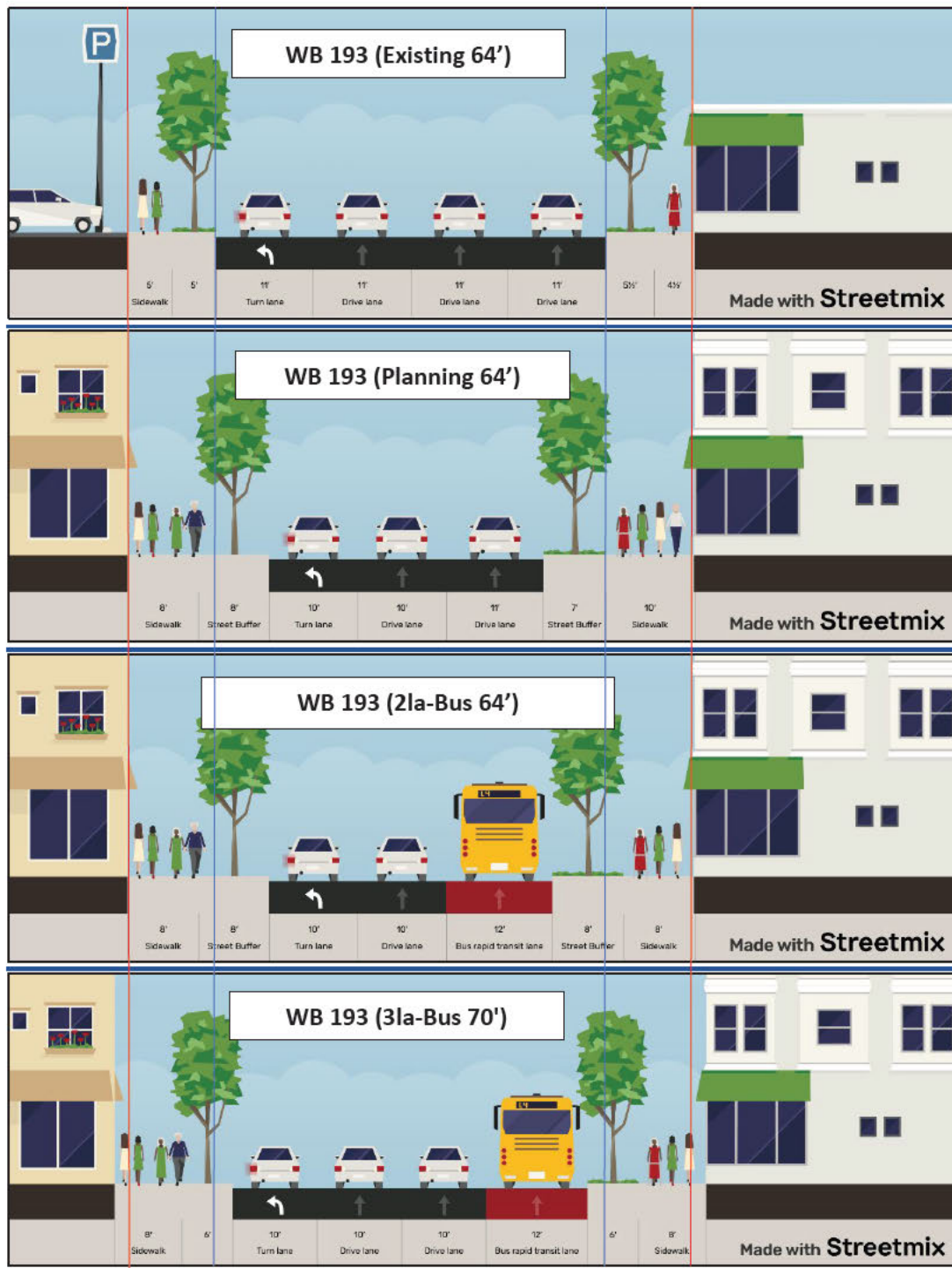
- Appendix H (Financial Feasibility Assessment) states that “Potential for Bus Rapid Transit (BRT) in the area may enhance attractiveness for higher-density projects if the service is robust and accessible,” and the Partners for Economic Solutions study states that BRT’s ability to promote development depends partly on “measurable speed advantages over driving alone (e.g., dedicated bus lanes).”

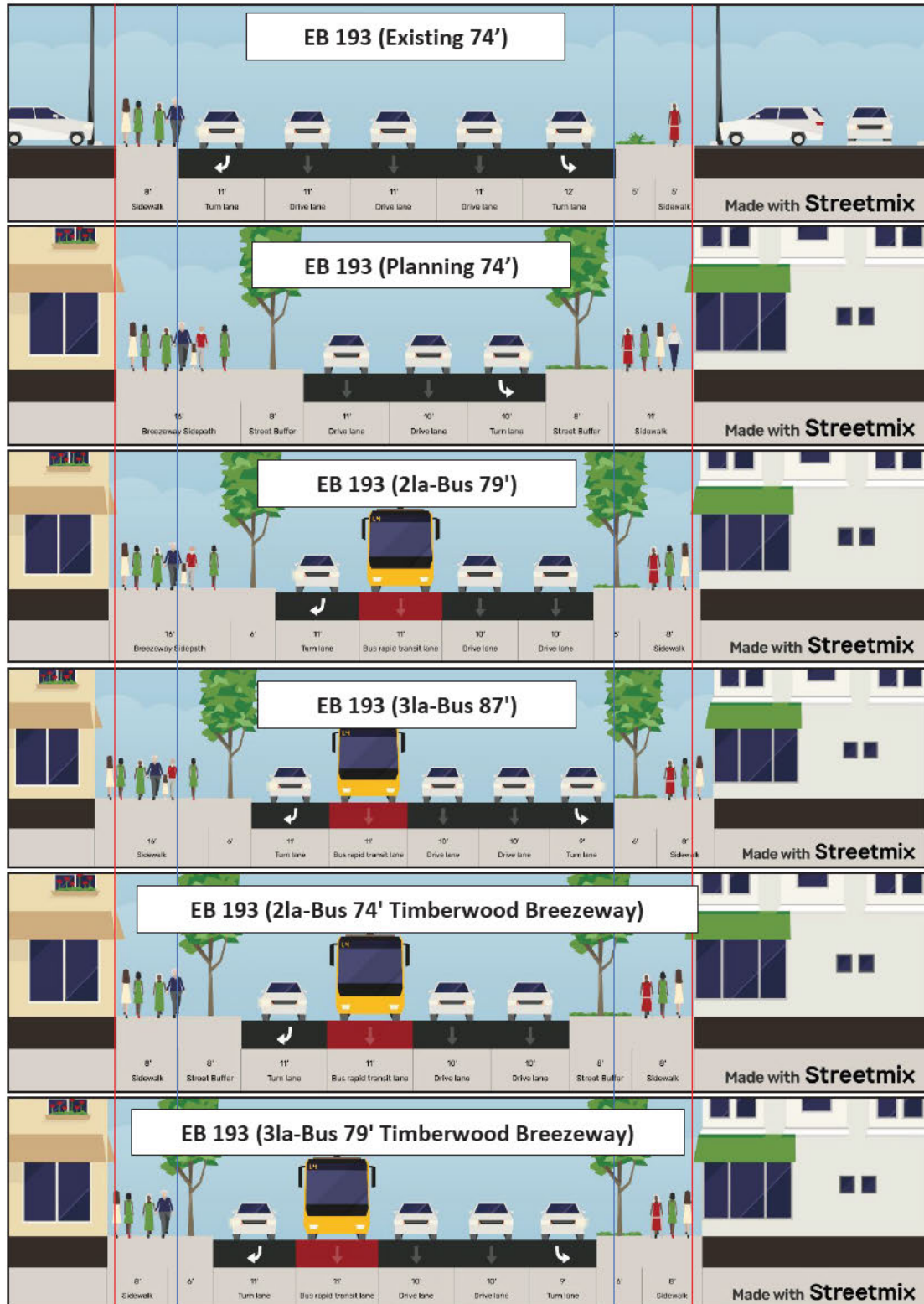
The cross-sections on the next two pages offer some potential options. In the westbound direction, our preference is for an additional bus lane necessitating +3’ on each side of the rights-of-way. In the eastbound direction, our preference is for an additional bus lane and a dedicated right-turn lane (as to remove right-turns from the bus lane), necessitating +6.5’ on each side of the rights-of-way.

Additional width beyond the existing rights-of-way can come from easements rather than dedication. While we appreciate the interest to keep the visual nature of the corridor narrowed as much as possible, we do not believe that the additional widths compromise this interest in our efforts to achieve other plan goals.

If necessary for additional space: consider potential bikeway options parallel to University Blvd which might accommodate Breezeway-level design parameters. One such option might use Timberwood Avenue, transitioning at the west through North Four Corners Local Park, and at the east via Pierce Dr / Lexington Dr. (shown in **blue** in the graphic below)









- 2) **ZONING – TRANSPORTATION NEXUS:**¹⁰ Consider some connection between expanded density and implementation of BRT, such as funding programmed within the 6-year CIP for construction of the master planned cross-section. This would help support the intended nexus of the Growth Corridor between density and non-auto mobility.
- 3) **PED-BIKE CONNECTIONS:**³³⁻³⁶ Consider adding the following additional connections as ped/bike hard surface trails, with accompanying Shared Road & Trail bikeways following these paths parallel on each side of University Boulevard: *(shown in blue in the graphic below)*
 - Linking Gilmore Drive's discontinuities, including through the Mary's Center property as well as the properties just east of Dennis Avenue.
 - Linking Gilmore Drive and Whitehall Street.
 - Linking Whitehall Street and Breewood Road.
 - Linking Edgewood Avenue and Whittington Terrace, passing through the Luther Rice Memorial Baptist Church site.
 - Linking Whittington Terrace and Arcola Avenue, passing through the Northwood High School site.



Enclosure: Detailed Comments


cc: Claire Iseli, CEX
Debbie Spielberg, CEX
Meredith Wellington, CEX
Ken Hartman, CEX
Dale Tibbitts, CEX
Haley Peckett, MCDOT
Andrew Bossi, MCDOT

| 0 |  | Team | Commenter | Printed Page | Summary | Comment |
|----|---|-------------------|-----------|--------------|------------------------------|--|
| 1 | | | MLP | General | Syntax | Standardize the road description to "MD 193 (University Blvd)". Using differing versions from state version is confusing and unhelpful. |
| 2 | | VZ | WH | Cover | Privacy | Blur the license plate numbers visible on the cover page. |
| 3 | | VZ | WH | 9 | BRT & Driveway Impacts | 1st Bullet - This may overstate the ability for a BRT project to consolidate, remove, or relocate a driveway. This would likely only occur through redevelopment or potentially scare people away from supporting a BRT project if they believe it will affect their home or business access to the road. Recommend removing, "or implementation of BRT" from the bullet. |
| 4 | * | Policy | ADB | 23-74 | Zoning - Transpo Nexus | Consider some connection between expanded density and implementation of BRT, such as funding programmed within the 6-year CIP for construction of the master planned cross-section. This would help support the intended nexus of the Growth Corridor between density and non-auto mobility. |
| 5 | * | Policy | SCP | 23-74 | Rezoning Ridership Gains | Is there any sense for how the proposed rezoning will increase population/activity, resulting in ridership gains for transit? This may be helpful information to include in the narrative. |
| 6 | | Policy | ADB | 25-28 | Formatting | Consider adding a blank page between either between p22-23, or between p24-25, so that the two Land Use figures appear side-by-side, and the two zoning figures appear side-by-side. |
| 7 | | Policy | ADB | 25-26 | Formatting | Align Figures 7 and 8 so that scrolling between them keeps them at the same scale. |
| 8 | * | Policy | SCP | 87 | Existing Impervious Surfaces | 3rd Section, 2nd Bullet, "Minimize impervious surfaces in site designs for developing and redeveloping sites" Why limit the minimization of impervious surfaces for only new developments? If we are serious about sustainability we will likely also need to address the existing pervious areas through retrofits or programs to modify them to be more sustainable. (ADB) Consider rephrasing this line as something like "Minimize impervious surfaces in site designs for developing and redeveloping sites, as well as new capital projects and retrofits of existing conditions." |
| 9 | | VZ | WH | 88 | Lighting | The goal of "promote an environment that minimizes light pollution," may be in conflict with the County's goal of providing pedestrian-level enhanced lighting along boulevards. Add language that encourages minimizing light pollution without sacrificing improved lighting for safety. |
| 10 | ** | Policy, Devel Rvw | ADB, RT | 90-115 | Transpo Analysis | Include some narrative toward the impacts of the road diet, or at least reference where in the Appendices additional information may be founded. It may be helpful to layreaders for the plan's narrative to summarize the findings of the analysis. We defer to MDOT SHA for comment on the transportation analysis, but caution that any substantial increases in delay -particularly without meaningful gains in transit mobility- may cause increased traffic along County roads such as Arcola Ave, Dennis Ave, Lanark Way, Sutherland Rd, Forest Glen Rd, and Edgewood Ave. |
| 11 | * | VZ, Policy | WH, ADB | 95-97, 106 | Cross-Sections Footnote | Add a footnote to each page of cross-sections noting that these are simplifications of complex on-the-ground conditions, which include many varied obstacles that can result in some variation from what's shown. |

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| 12 | | Policy | ADB | 96 | Brunett Ave | <p>Figure 67 - The 4' sidewalks are sub-standard and not compliant with our application of ADA.</p> <p>The 5' Planting Strips are also substandard, though that's just a matter of policy rather than law, so it's not as much a deal-breaker.</p> <p>Consider reallocating space from the outside buffer areas along the ROW lines over to the sidewalk, and perhaps also the planting strips.</p> <p>I recognize this cross-section's peculiarities are likely reflecting on-the-ground conditions, but the master plan should lay out the ideal long-term vision and we can adjust as-needed at implementation.</p> |
| 13 | | VZ | WH | 98 | Top 10 vs Top 5 | 2nd Paragraph, 4th Line - Should read top 10 instead of top 5 |
| 14 | | VZ | WH | 98 | Crash Data Years | Recommend excluding partial 2024 crash data as it is incomplete or stating what the cutoff date was. |
| 15 | | VZ | WH | 99 | Illegible Symbols | Figure 71 - The symbols using text are difficult to read and may not be readable in a printed version. Consider using more colors or non-text symbols in the map. |
| 16 | | DO | HP | 100 | Existing Bus Lane Treatments | <p>3rd & 4th Bullets - While BRT is not envisioned in the short-term, improvements like closing medians and driveways will benefit bus operations in the near future along the existing bus lanes. Suggest that BRT is replaced with "BRT and near-term bus priority improvements."</p> <p>(What I want to convey is that even if BRT is not funded or prioritized, the suggested improvements are still needed for bus priority.)</p> |
| 17 | | VZ | WH | 100 | Phrasing | <p>Change "avoid" to "reconsider" under " Avoid the use of multiple dedicated left- and right-turn lanes such as, dual right-turn lanes."</p> <p>While removing a turn lane can lower crossing distances, it increases cycle times to clear the same turn volume for a single lane. With longer signal times, ped/bike compliance lowers and can be higher risk than crossing an additional turn lane.</p> |

| 0 |  | Team | Commenter | Printed Page | Summary | Comment |
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| 18 | ** | DO, Transit, BRT, Policy | HP, AW, JC, JH, JT, SCP, ADB | 106, 114-115 | Transit Lanes | <p>We strongly recommend that dedicated bus lanes be provided through Four Corners.</p> <p>Bus lanes are among our top priorities through Four Corners, as this corridor already carries very high passenger volumes & provides important regional connectivity, and the higher densities proposed by the plan are justified on the basis of high quality bus services.</p> <p>This is the most congested part of Four Corners, so priority bus treatment is key for maintaining on-time performance and making transit a viable and desirable transportation option for the UBC. Without significant improvements to transit access, driving will remain the mode of choice in the UBC, which will undermine the Plan's goals of improving multimodal safety, livability, walkability, and bikeability.</p> <p>Transit lanes would boost the County's ability to meet the Plan Vision (p11) seeking to "leverage new transit infrastructure to reduce carbon emissions and advance the county's Climate Action Plan (CAP) goals", and also to support the Thrive 2050 goal to "make transit the fastest, most convenient, and most reliable way to travel" to activity centers.</p> <p>Appendix H (Financial Feasibility Assessment) states that "Potential for Bus Rapid Transit (BRT) in the area may enhance attractiveness for higher-density projects if the service is robust and accessible," and the Partners for Economic Solutions study states that BRT's ability to promote development depends partly on "measurable speed advantages over driving alone (e.g., dedicated bus lanes)." The absence of dedicated bus lanes in Four Corners would diminish these positive effects considerably.</p> |
| 19 | ** | DO, Transit, BRT, Policy | HP, AW, JC, JH, JT, SCP, ADB | 106, 114-115 | Transit Lanes | <p>[previous comment, continued]</p> <p>If necessary for additional space: consider potential bikeway options parallel to University Blvd which might accommodate Breezeway-level design parameters. One such option might use Timberwood Avenue, transitioning at the west through North Four Corners Local Park, and at the east via Pierce Dr / Lexington Dr.</p> <p>Extending Sidewalks beyond the ROW may also help fit transit, bikeways, and walkways, though this could shift building frontages back and affect the visual nature of the roadway.</p> |
| 20 | | Policy | ADB | 107-108 | Graphics | <p>If the plan intends for the long-term vision to become reality: consider expanding this section from 2 pages to more like 4-6 pages.</p> <p>Consider adding graphics to support the long-term vision's description. These will help ensure that the plan's intent is more clearly understood into the future.</p> |

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| 21 | | BRT, Policy | JT, ADB | 109-110 | Table Formatting | (JT) Table 1 was split into two pages. The table on the second page does not have street names and segments like the first page, which makes it hard to discern the information, such as existing lanes and proposed lanes etc. (ADB) Either... - Add a blank page between before Table 1 so that these align across a two-page spread. - Shrink the columns so that the width fits fully within a page, then break up the table vertically across several pages (as has been done with all previous plans) |
| 22 | | BRT | JT | 109-110 | Existing Traffic Lanes | Table 1 - Colesville Road within the Four Corners Town Center boundary (Timberwood Ave to Lanark Way) has 8 existing lanes instead of 6 lanes |
| 23 | | BRT | JT | 109-110 | Existing Traffic Lanes | Table 1 - Colesville Road within the Town Center southern boundary to planning area boundary (460' south of Lanark Way) has 8 lanes instead of 6 lanes. NB has 4 thru lanes and SB 3 thru+1 auxiliary lane to I-495 ramp |
| 24 | | BRT | JT | 109-110 | Existing & Proposed Traffic Lanes | Table 1 - University Boulevard within the Town Center boundary: none of the continuous turn lanes were accounted for. As is stated, it's somewhat misleading to suggest that there will be only 2 travel lanes in each direction with the repurposing of one travel lane (3 to 2 lanes in each direction). The turn lanes are continuous and part of the available public ROW. |
| 25 | | BRT | JT | 109-110 | Existing & Proposed Traffic Lanes | Table 1 - University Boulevard WB Lexington Dr to Colesville Rd has 4 through lanes. |
| 26 | | Policy | ADB | 110 | Minimum ROW Footnote | Add a footnote applicable to the Proposed Right of Way column with the following footnoted text: "Minimum rights-of-way do not include lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel. Additional rights-of-way may also be needed to accommodate master planned bicycle and transit facilities, including Protected Intersections, the envelopes of transit stations, and pedestrian crossing refuges." |
| 27 | | Transit | AW | 111 | Current Routes | Ride On Route 19 runs along University Blvd from Dennis Ave to the Beltway. Figure 76 shows it, but the plan text only mentions Routes 7, 8, and 9. |
| 28 | | Transit | AW | 111, Appendix F p2 | Better Bus Route Numbers | If the plan will be adopted after June 29, then all Metrobus route numbers should be updated to reflect the new numbering scheme under Better Bus: https://www.wmata.com/initiatives/plans/Better-Bus/upload/Resource_2025-Route-Profiles_Maryland.pdf |
| 29 | | Transit | AW | 112 | Ride On Reimagined | Ride On Reimagined was formally adopted in December 2024, so the description should be updated. |

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| 30 | ** | DO, Transit, BRT, Policy | HP, AW, JC, JH, JT, SCP, ADB | 115 | Transit Lanes | <p>5th Bullet - The language should be modified to allow for flexibility in providing future bus lanes through Four Corners. Consider the following phrasing (<u>edits underlined</u>):</p> <p>>>> Study options for improving transit performance through Four Corners from Lorain Avenue to Lexington Drive as part of a long-term comprehensive redesign of the intersection of University Boulevard and Colesville Road. Improving multimodal safety <u>and access</u>—not increasing <u>general vehicle</u> capacity or vehicular travel speeds through Four Corners—should remain the top priority of the study; as such, pedestrian and bicycle safety improvements, including a human scale and reduced pedestrian crossing distances, a Breezeway that connects to bicycle and pedestrian facilities along University Boulevard, and ample street buffers should remain part of the long-term vision. <<<</p> |
| 31 | | Policy | ADB | 116 | Graphics | Consider a more diverse palette for the Bikeway Tiers than greyscale lines on a greyscale map. |
| 32 | | Policy | ADB | 118 | Map Labels | Figure 118 - Consider adding small textual labels by each Recommended Crossing to clearly identify what cross-street each marker aligns with. |
| 33 | ** | Policy | ADB | 119, 121 | Ped/Bike Connection | Show a Planned Hard Surface (p119) and Trail (p121) lines linking Gilmore Dr's discontinuities, including through the Mary's Center property as well as the properties just east of Dennis Ave. Designate this corridor parallel along University's south side as a Shared Road bikeway. |
| 34 | ** | Policy | ADB | 119, 121 | Ped/Bike Connection | Show a Planned Hard Surface (p119) and Trail (p121) lines linking Gilmore Dr and Whitehall St, as well as Whitehall St and Breewood Rd. Designate this corridor parallel along University's south side as a Shared Road bikeway. |
| 35 | ** | Policy | ADB | 119, 121 | Ped/Bike Connection | Show a Planned Hard Surface (p119) and Trail (p121) lines linking Edgewood Ave and Whittington Ter, passing through the Luther Rice Memorial Baptist Church site. Designate this corridor parallel along University's north side as a Shared Road bikeway. |
| 36 | ** | Policy | ADB | 119, 121 | Ped/Bike Connection | Show a Planned Hard Surface (p119) and Trail (p121) lines linking Whittington Ter and Arcola Ave, passing through the Northwood HS site. Designate this corridor parallel along University's north side as a Shared Road bikeway. |
| 37 | ** | Policy | ADB | 121 | US 29 Breezeway Discontinuity | The US 29 Breezeway snakes around a lot through Four Corners. Consider whether this plan can help provide a more direct north-south path through the area. |
| 38 | | Policy | ADB | 122 | Bikeshare / Micromobility Map | Consider adding a map with locations (a) through (k) marked on it, as well as the areas identified under the Micromobility Recommendations. |
| 39 | | VZ | WH | 141 | Safe Streets & Roads for All Reference | The 3rd paragraph last sentence references "MDOT's Safe Streets and Roads for All initiative," but I believe the intended reference is for USDOT's Safe Streets and Roads for All (SS4A). If the intention is to reference an MDOT initiative, could replace SS4A with SHA's Pedestrian Safety Action Plan (PSAP). |
| 40 | | VZ | WH | 145 | MDOT SHA Lead | Table 2 - The majority of these items should have MDOT SHA as the lead. MCDOT cannot do anything to University Blvd without SHA's approval including new street connections, repurposing travel lanes, removing right-turn lanes, signaling, etc. |
| 41 | | Policy | ADB | Appx | Table of Contents | Consider adding a Table of Contents as the first page in the Appendix file. |

From: [Joshua Seidemann](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan
Date: Thursday, March 13, 2025 10:36:59 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Madam/Sir:

I am writing to share comments on the University Boulevard Corridor Plan. These comments represent my personal views and are separate from any testimony or statements I have offered on behalf of Kemp Mill community organizations on whose behalf I have testified in an official capacity.

I have been a resident of Kemp Mill for close to 20 years. The neighborhood offers something incredibly special: We are within walking distance of a terrific shopping center that has a supermarket, bakery, pizza shop, dry cleaners, bank, barber, and healthcare services, yet have instant ready access to MD-193 which is close to the Beltway and within biking distance of the Metro. In the 20 years that I have lived here, I have both driven and taken Metro to work; when using the latter, I am able to bike through the Sligo Creek and back-streets to avoid the traffic and fumes on University Boulevard. My children have attended school both in the Kemp Mill neighborhood and in surrounding neighborhoods like Woodside/Seminary, to which we must bus or drive. In all, it is a pleasant lifestyle - access to resources outside the community, which being able to avail ourselves of resources within the community (and, those stores locally owned and employ people from the neighborhood).

That is why I am frankly bewildered, if not disappointed, by the changes the University Boulevard plan proposes. The bike lane pilot on University Boulevard several years ago resulted in empty traffic lanes through most of the day. In fact, a neighbor monitored bike traffic and identified a single bicyclist who would essentially "bike laps" back and forth in an effort to artificially boost usage rates. The same pilot program removed the right-turn only lane from Arcola to University, and it was, without hyperbole, a disaster. Traffic backed up to Lamberton Drive, creating jams and unsafe conditions as pedestrians tried to walk around cars at light changes and as vehicles attempted beat a yellow light in the hope of being able to make the next turn onto MD-193 that was still two blocks away. MD-193 exists in its three-lane format for a reason - to move traffic efficiently out of the neighborhoods. The Plan is a pipe dream of conjectures that people will live and work within 15 minutes of their suburban homes in the Corridor. Buses and Metro are great, *but they do not go everywhere and cannot serve "last mile" needs of many workers.*

Likewise, the proposal to rezone the shopping center for high density housing would be the end for the locally owned businesses there. Even *if* new high-density housing featured ground-level retail (and that is assuming that our current roads which the Plan proposes to restrict and reduce) could handle more traffic, it is highly, highly unlikely that small businesses could survive both multi-year displacement and then higher rents at a new facility. The Plan may envision an outcome featuring Walgreens and Whole Foods, but the neighborhood relies on the relationship we enjoy with businesses whose owners *live here* and who employ people who *live here*. The proposal, combined with a 25-year tax abatement for developers, is a

poorly disguised offering to big-ticket developers at the expense of small local businesses.

Finally, the method in which the Plan was released to the community presents an appearance that it was something the Planning Board was hoping to slip by without anyone noticing. For the past two weeks I have received probably a half-dozen post cards from the County in my home mailbox about everything from sexual health services to summer recreation. About the Plan that threatens the fabric of the community in which I live? Nothing.

I appreciate, truly, what I believe was the best of intentions in the formulation of this Plan. But the Plan seems to have been developed without adequate understanding of the communities that will bear its impacts, and the opposition and testimony of the civic associations representing those communities demonstrates the widespread community opposition to this plan.

Respectfully,

Joshua Seidemann
Kemp Mill



DEPARTMENT OF ENVIRONMENTAL PROTECTION

Marc Elrich
County Executive

Jon Monger
Director

March 17, 2025

Artie Harris, Chair
Montgomery County Planning Board
2425 Reddie Dr.
Wheaton, MD 20902

SUBJECT: University Boulevard Corridor Plan, Public Hearing Draft – DEP Comments

Dear Chair Harris,

Thank you for the opportunity to provide comments on the University Boulevard Corridor Plan, Public Hearing Draft 2025. As requested, the Department of Environmental Protection (DEP) has reviewed the Public Hearing Draft and is submitting the following comments.

DEP greatly appreciates the opportunity to collaborate with Planning prior to the release of the public hearing draft. We also acknowledge and thank Planning for incorporating our comments and suggestions, particularly in Chapter 7: Environmental Sustainability.

Protecting existing trees plays a crucial role in achieving tree canopy goals and may be even more critical for promoting the biological diversity of the County than planting new trees. Within the planning area, there are certain locations of particular significance for supporting the biological diversity called for in the public hearing draft. Notably, there are several small pockets of remnant mature forest (75 or more years old) scattered in the upland areas. These forests provide substantial ecological benefits that are largely irreplaceable. The preservation of these areas should be prioritized.

Additionally, consolidating parking and curb cuts along University Boulevard could create more space for tree planting and green space along the corridor. This would help mitigate some of the increased impacts resulting from denser development in these areas.

DEP looks forward to continuing to partner with Planning staff on future master plans.

Sincerely

Amy Stevens
Chief, Watershed Restoration Division
Department of Environmental Protection

cc: Claire Iseli, Meredith Wellington, CEX
Dale Tibbitts, Ken Hartman, Debbie Spielberg CEX
Jon Monger, Jeff Seltzer, DEP

Dear Montgomery County Planning Board,

I would like to express my strong support for the University Boulevard Corridor Plan preliminary recommendations. Having now lived in the area for several years and recently bought a home with plans to live here for many more, there are some clear needs in this community that the plan would address. As things are now, traveling without a car is difficult at best and dangerous at worst. There are far too few crossings and many of the light fixtures along University Boulevard are either inadequate or inoperable. I'm but surprised and thankful there haven't been more accidents involving pedestrians along University Boulevard.

When my partner and I first moved to the area, there was dedicated bike infrastructure along University Boulevard which made traveling in the area substantially easier than it is now. Those were later removed and I would love to see a return of bike-centric infrastructure in the area. There are many wonderful shops and restaurants in the area but the hazards around university makes traveling to them without a car unnecessarily time-consuming and dangerous despite being close to my home in terms of actual distance.

In regards to zoning changes, I can see only benefits to offering more affordable and diverse housing options in the area. This area is a wonderful place to live but is quickly pricing out first-time home buyers. I would gladly welcome these prospective new neighbors to a more walkable and livable neighborhood.

Warm regards,
Morgan Conway

A handwritten signature in black ink, appearing to be 'Morgan Conway', written in a cursive, flowing style.

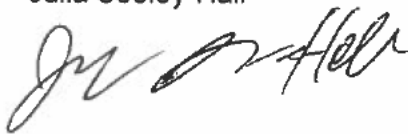
Dear Montgomery County Planning Board,

I am writing to express my strong support of the University Boulevard Corridor Plan preliminary recommendations, as I was unable to attend the recent public hearing. The plan meets key needs in our community, and if implemented, will change the lives of those of us who live here for the better. We deserve the freedom to choose how to travel, but now, many of us are shoehorned into driving by the poor sidewalks, inadequate crossings, nonexistent bike infrastructure, and infrequent bus service. Those without the option to drive -- frequently less privileged residents -- contend with dangerous conditions. That is not acceptable. We can and must do better.

I also particularly support the zoning changes proposed in the plan, which will not only promote enough density to support the multi modal infrastructure we desperately need, but also ensure that housing remains affordable and accessible in our neighborhoods.

I was disappointed to hear that some members of our community expressed opposition to the plan at the recent hearing. I hope the planning board appreciates that these individuals represent a small minority of the people who live here. The rest of us are ready for the future -- a future in which University Boulevard can become a vibrant, walkable, livable place.

Sincerely,
Julia Seeley-Hall

A handwritten signature in black ink, appearing to read 'Julia Seeley-Hall', written in a cursive style.

11 March 2025

Montgomery County Planning Board
2425 Reedie Drive
Wheaton, MD 20902

Attn: Chair Artie Harris

Re: University Boulevard Corridor Plan

I have serious reservation about the University Boulevard Corridor Plan. While I support the effort to improve and expand public transportation and improve options for walking and bike riding, the plan suffers from many problems.

With regard to the WTOP Neighborhood:

Currently, the area adjacent to the WTOP transmitter is an open field. Instead of converting it to CRT (Commercial Residential Town), plant trees! I support increasing density in the immediate vicinity of the University Blvd. and Amherst Avenue intersection since many small businesses are currently in that area.

Generally:

I am opposed to most of the proposed zoning changes along University Blvd in which single family zoning is converted into commercial zoning. I strongly urge maintaining and developing commercial zoning at the major nodes, i.e., downtown Wheaton (in which I include the University Blvd. and Amherst Avenue intersection), the Kemp Mill Shopping Center and at Four Corners. If all of the proposed zoning changes were to actually happen, University Blvd would turn into a congested mess. Just look at what happened to Rockville Pike (Route 355). I am old enough to remember when parts of Rockville Pike were essentially a country road.

While the county claims that it "will not use eminent domain to acquire your house," this could easily change in the future.

Sincerely,

A handwritten signature in dark ink, appearing to read "Peter Reiger". The signature is fluid and cursive, with the first name "Peter" and last name "Reiger" clearly distinguishable.

Peter Reiger
[Redacted]
Silver Spring, MD 20915

CC: File