

UNIVERSITY BOULEVARD

Corridor Plan

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Montgomery Planning

ABSTRACT

The University Boulevard Corridor Plan covers approximately 3.5 miles of University Boulevard East and West (MD 193) between the Capital Beltway (I-495) and Amherst Avenue. This Plan focuses on developing a multimodal corridor that supports safe, accessible, and healthy travel options and connects vibrant communities with a diverse range of housing options, supported by bus rapid transit (BRT). In addition, it also envisions a new range of residential housing typologies for existing detached residential properties and new infill development on larger institutional and commercial properties.

Recommendations are provided for land use, zoning, urban design, housing, transportation, parks and trails, historic resources, public open space, community facilities, and the environment.

The University Boulevard Corridor Plan contains the text and supporting maps for a comprehensive amendment to the approved and adopted 1989 *Master Plan for the Communities of Kensington-Wheaton*, 1996 *Four Corners Master Plan*, 2001 *Kemp Mill Master Plan*, and 2012 *Wheaton Central Business District and Vicinity Sector Plan*. It also amends *Thrive Montgomery 2050*, as amended; the 2013 *Countywide Transit Corridors Functional Master Plan*, as amended; the 2018 *Master Plan of Highways and Transitways*, as amended; the 2018 *Bicycle Master Plan*, as amended; the 2023 *Pedestrian Master Plan*, as amended; and the 1979 *Master Plan for Historic Preservation*.

Master and sector plans convey land-use policy for defined geographic areas and should be interpreted together with relevant countywide functional plans and county laws and regulations. Plans provide comprehensive recommendations for the use of public and private land and should be referred to by public officials and private individuals when making land-use decisions. Public and private land-use decisions that promote plan goals are essential to fulfilling a plan's vision.

Master and sector plans look ahead 20 years from the date of adoption, although they are intended to be revised every 10 to 15 years. Moreover, after a plan is adopted, circumstances often change, and the specifics of a plan may become less relevant over time. Plans do not specify all development possibilities. They often include illustrative sketches and figures intended to convey a sense of desirable future character rather than detailed recommendations for a particular design. The final location, alignment, and design of streets, buildings, open spaces, and other improvements to the built environment will be determined through future redevelopment or detailed engineering of capital improvements.

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The Commission operates in each county through Planning Boards appointed by those county governments. The Planning Boards are responsible for preparing all local plans, zoning ordinances, and subdivision regulations and the administration of the county park systems.

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CHAPTER 1: INTRODUCTION

EXECUTIVE SUMMARY

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. This vision is consistent with *Thrive Montgomery 2050* (Thrive), which encourages development of a safe, comfortable, and appealing network for walking, biking, and rolling, as well as the construction of a frequent, convenient, reliable, and accessible transit system along growth corridors, including University Boulevard.



University Boulevard at Sligo Creek

This Plan also envisions a more compact, corridor-focused land use pattern that concentrates future development along University Boulevard and near five planned bus rapid transit (BRT) stations, consistent with Thrive's vision for growth corridors. As the first corridor plan to follow the approval and adoption of Thrive, this Plan encourages infill development and strategic redevelopment near existing and planned transit, services, and amenities to maximize the efficiency of land uses and public investment and facilitate the emergence of complete communities.

The Plan supports lower density, predominantly residential development with a range of building types between planned BRT stations, and higher density, mixed-use development near planned stations. To achieve this vision, the Plan recommends the Commercial Residential Neighborhood (CRN) Zone on blocks that front University Boulevard and retains most of the existing detached residential properties in the Plan area as detached residential zones. New infill development is recommended for religious institutional properties, via

the Commercial Residential Town (CRT) Zone and more intense mixed-use development is recommended for commercial areas, such as Four Corners, the Kemp Mill Shopping Center, and along Amherst Avenue.

The investment in public infrastructure, specifically the future BRT along University Boulevard, will provide new mobility options for residents and employees within the Plan area. New sidewalks, bikeways, and protected crossings will enhance the walking and biking environment throughout the corridor and contribute to advancing the county's Vision Zero policy, while landscaped buffers, an enhanced tree canopy, shaded transit stations, and improved stormwater management will contribute to climate resilience and advancement of the county's Climate Action Plan.

KEY PLAN RECOMMENDATIONS

URBAN DESIGN

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

LAND USE AND ZONING

- Rezone corridor-fronting residential blocks to the Commercial Residential Neighborhood (CRN) Zone, and institutional properties, such as properties used for religious assembly, and single-use commercial shopping centers to Commercial Residential Town (CRT) to promote sustainable development patterns, provide housing options, and support transportation safety enhancements in the Plan area.
- Establish an overlay zone to promote a diverse range of housing options in a compact, transit-oriented form of growth that supports BRT, creates complete communities, and improves safety for all travelers, with a priority on the most vulnerable people. ~~define neighborhood residential building types, prioritize development standards that further compact growth and transportation safety, and explore modifications, as necessary to achieve transitions in height, mass, and scale.~~ The overlay zone will apply to properties recommended for rezoning by this Plan and consider elements including building placement, site coverage, provision of public open space, and uses to transition from the corridor to the neighborhoods.
- Confirm existing zoning for remaining residential properties.

- Promote new infill development at religious institutional properties, at proposed BRT stops, and on properties along the corridor.
- Provide technical corrections to properties that were rezoned via the 2014 District Map Amendment.

HOUSING

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

PARKS, TRAILS, AND PUBLIC OPEN SPACE

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



North Four Corners Local Park

ENVIRONMENTAL SUSTAINABILITY

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

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

TRANSPORTATION

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

COMMUNITY FACILITIES

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

HISTORIC RESOURCES

- Designate the Romeo and Elsie Horad House (M: 31-87) to the *Master Plan for Historic Preservation*.

RACIAL EQUITY AND SOCIAL JUSTICE

- Embed racial equity and social justice at the core of all planning efforts along the corridor, ensuring that the previously neglected areas receive focused attention to rectify historical and current inequities.
- Promote high-quality, reliable transit services along the corridor with greater housing and population density to enhance connectivity and accessibility.

- Implement inclusive zoning and zone for development of diverse housing types along the corridor to support a mix of socioeconomic groups, facilitating integrated and vibrant communities.
- Promote public spaces along the corridor to be inclusive and accessible.
- Encourage mixed-use developments that can support local businesses, including local food systems and green infrastructure, to promote community well-being and resilience.
- Enhance cultural and educational opportunities, ensuring that developments reflect and support the cultural diversity of the community.
- Ensure that corridor developments meet or exceed ADA standards, creating a universally accessible environment that prioritizes safety, inclusivity, and aging in place.

IMPLEMENTATION

Implementation of the Plan's recommendations will be incremental over the next two decades and will rely on a combination of action by private property owners, partnerships among the public, private, and non-profit sectors, and various financing options, including funding from the Federal government, the State of Maryland, and Montgomery County. Achieving the Plan's vision for a more compact, corridor-focused land use pattern will be based on property owners' initiative to pursue infill development or redevelopment.

CHAPTER 2: PLAN VISION AND CONTEXT

PLAN VISION

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

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

The primary vision of the University Boulevard Corridor Plan is to create a more connected community, and equity is central to this sense of connectedness. An equitable community where all residents—regardless of race, ethnicity, gender, geography, income, or immigrant status—can thrive depends on access to a diverse range of housing options, safe and accessible transportation options, parks, trails, and public open spaces, and community facilities and services.

PLAN PURPOSE

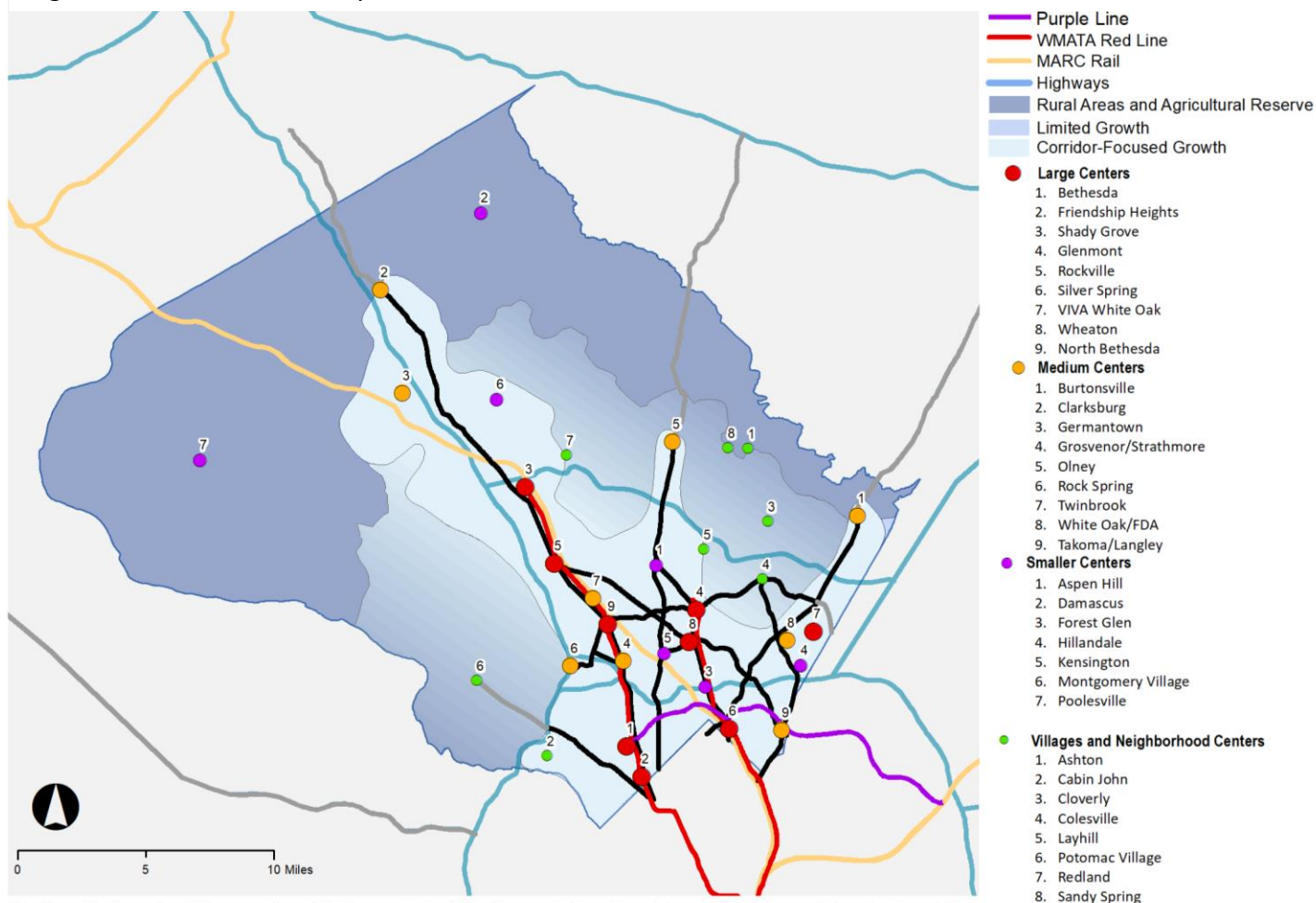
The purpose of the University Boulevard Corridor Plan is to comprehensively review the built, natural, and social environment within the Plan area and consider opportunities to further the outcomes and objectives of previously approved plans and policies, including *Thrive Montgomery 2050*.

PLAN CONTEXT

THRIVE MONTGOMERY 2050

Montgomery County's General Plan, *Thrive Montgomery 2050 (Thrive)*, provides guiding principles for the University Boulevard Corridor Plan. It acknowledges changes in Montgomery County, directs growth to centers and corridors, and addresses historic inequities. Thrive aspires for compact growth supported by transit and a safe, comfortable, and appealing network for walking, biking, and rolling. As shown in Figure 1, Thrive suggests concentrating nearly all new development around current and future population and employment centers, as well as near existing or planned transit like Metrorail stations and BRT.

Figure 1: Thrive Growth Map



The Growth Map should be considered in the context of the Compact Growth and Complete Communities chapters. The centers of activity shown are not exhaustive of all existing or potential centers. Some of the centers listed on the growth map are not subject to Montgomery County zoning authority.

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

Community equity and environmental resilience are also key outcomes of Thrive, consistent with Montgomery County’s Racial Equity and Social Justice Law (Bill 27-19) and the CAP, which recommend several approaches to repair past injustices that disproportionately impacted people of color. The CAP aims to cut greenhouse gas (GHG) emissions by 80% by 2027 and 100% by 2035, detailing strategies to reduce climate-related risks. This Plan includes recommendations to advance community equity, as well as further climate mitigation, adaptation, and resilience.

PRIOR PLANS, STUDIES, AND LEGISLATION

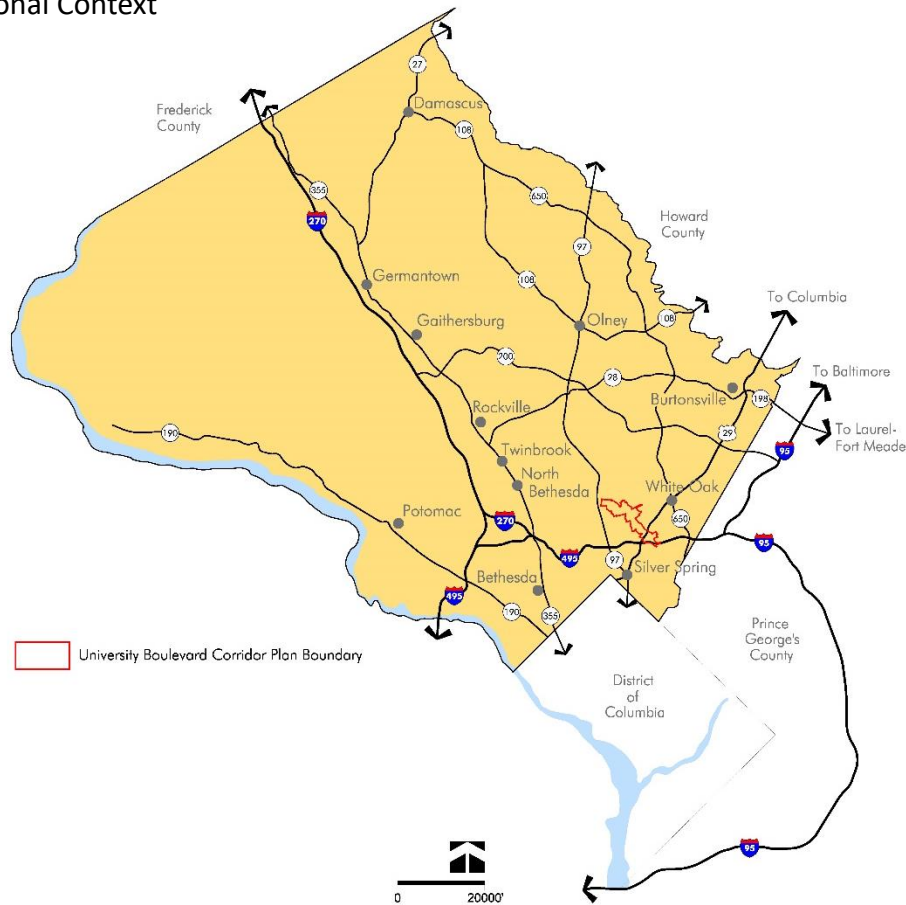
In addition to Thrive, several other countywide plans and initiatives influence and guide this Plan, including:

- 2013: The *Countywide Transit Corridors Functional Master Plan* provides enhanced opportunities for travel by transit to support Montgomery County's economic development and mobility goals and recommends BRT on University Boulevard.
- 2016: The Montgomery County Council adopted a Vision Zero resolution that commits to eliminating traffic fatalities and severe injuries by 2030. Since the adoption of the resolution, the county has released Vision Zero Action Plans that outline strategic initiatives to eradicate fatalities and severe injuries on roadways.
- 2018: The *Bicycle Master Plan* establishes a vision for Montgomery County as a premier bicycling community, where people in all areas of the county have access to a comfortable, safe, and connected bicycle network, and where bicycling is a viable transportation option that improves quality of life.
- 2019: The Montgomery County Council adopted the Racial Equity and Social Justice Act in an effort to eliminate racial disparities and inequities in Montgomery County.
- 2021: The County Executive released Montgomery County's Climate Action Plan (CAP), a document that identifies short-, mid-, and long-range actions to combat and adapt to climate change. Montgomery Planning and Montgomery Parks have committed to implementing the CAP actions within the scope of their authority, including within master plans.
- 2021: The *Complete Streets Design Guide* serves as a comprehensive resource for designing and transforming streets, incorporating principles of safety, accessibility, and healthy travel for all people, environmental sustainability, and community vibrancy.
- 2022: The Planning Board approved the 2022 *Parks, Recreation and Open Space (PROS) Plan* that guides the planning, future development, and management of the M-NCPPC park system. Parks, recreation, and open spaces provide active, social, and nature-based opportunities that are essential to the high quality of life for Montgomery County residents. The focus of the PROS Plan is to provide equitably distributed public parks that meet the recreation needs of current and future residents and protect and manage natural and cultural resources for future generations.
- 2022: The Comprehensive Water and Sewer Plan (CWSP) guides the provision of water supply and wastewater disposal service within the Plan area. The CWSP identifies properties within the Plan area as approved for community (public) water and sewer service. The Plan area receives water and sewer service from the Washington Suburban Sanitary Commission (WSSC Water). Anticipated increase in development density within the Plan area may require additional water supply and wastewater disposal capacity in WSSC Water's community systems serving the area.
- 2023: The *Pedestrian Master Plan* provides detailed, actionable recommendations in line with national and international best practices to improve the pedestrian experience, from more and better places to cross the street to a data-driven, equity-focused approach for the county's future pedestrian and bicycle capital investments.

PLAN AREA

As shown in Figure 2, the Plan area boundary includes both sides of University Boulevard East and West (MD 193), between the Capital Beltway (I-495) and Amherst Avenue. It includes segments of residential neighborhoods, public facilities, private schools, public parks, and institutional uses, including places of worship. Colesville Road (U.S. 29), Arcola Avenue, and Dennis Avenue are major roadways within the Plan area, as shown in Figure 3.

Figure 2: Regional Context



The northern portions of the Plan area, east of Amherst Avenue and west of Sligo Creek Parkway, feature a range of residential neighborhoods, including Westchester and Wheaton Forest, the WTOP Transmitter property, Wheaton Forest Local Park and the Inwood House, a multifamily residential property. Sligo Creek Parkway runs north-south through the Plan area between Arcola Avenue to the east and Amherst Avenue to the west.

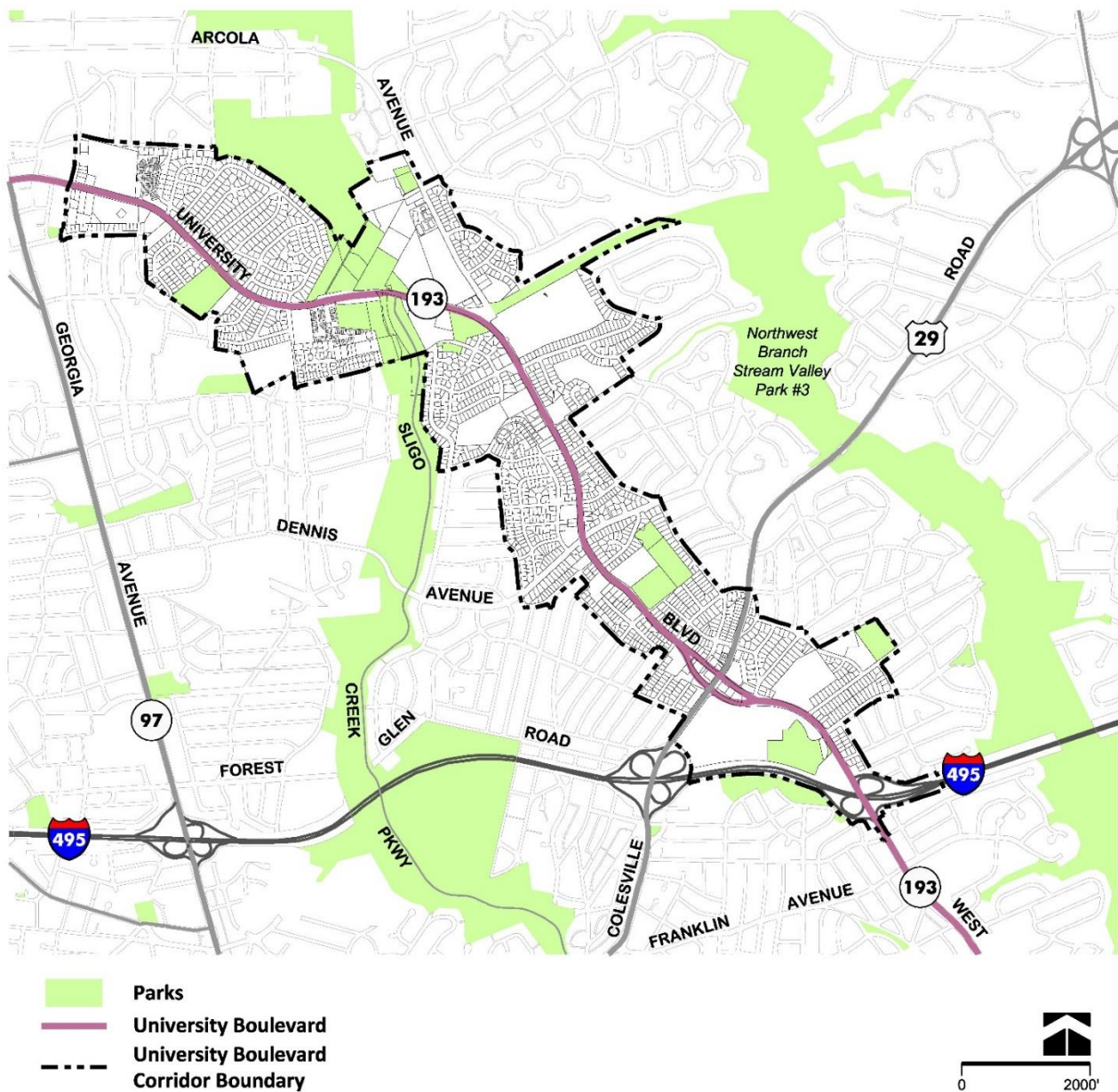
Three multifamily high-rise residential buildings, including the Housing Opportunities Commission (HOC) owned Arcola Towers, Warwick Apartments, and University Towers Condominiums are located at the intersection of Arcola Avenue and University Boulevard. The Kemp Mill Shopping Center, Kemp Mill Urban Park, and Yeshiva of Greater Washington are further north along Arcola Avenue. The Northwood Chesapeake

Bay Trail, Northwood High School, and Breewood Neighborhood Park are located east and south of Arcola Avenue, respectively.

Dennis Avenue serves as the central area of the Plan with several residential neighborhoods, including Sligo Woods and Northwood Park, along with key properties, including Collins Funeral Home, Good Shepherd Episcopal Church, The Oaks at Four Corners, a senior multifamily building, and North Four Corners Local Park.

The Four Corners area serves as the southern portion of the Plan area and has commercial and institutional properties, including the Woodmoor Shopping Center, a Safeway grocery store, Montgomery Blair High School, and Saint Bernadette Catholic Church and School. Colesville Road (U.S. 29), another major highway with the existing Flash (BRT) service, intersects with University Boulevard in this area. Pinecrest Local Park and Blair Local Park are two additional public parks in this area.

Figure 3: University Boulevard Corridor Plan Area



DEMOGRAPHIC PROFILE

The Plan area's demographic profile is characterized by its mature age distribution, diverse racial and ethnic makeup, evolving household dynamics, varied economic standing, and a broad spectrum of educational backgrounds.

Approximately 9,733 residents live within the Plan area and have a median age of 40.2 years which is very close to the county's median age of 40.1. There are more than 3,500 residential households in the Plan area and approximately 68% of the households own their own residence, compared to the County's homeownership rate of 65.3%.

The ethnic and racial composition of the Plan area is diverse, with Hispanic/Latino residents making up 27% and non-Hispanic residents comprising 73% of the population, including 33% as White and 24% as African American.

Educational attainment among residents is similar to county averages. However, a slightly higher percentage of residents hold an associate degree (22.2% compared to the county's 17.2%), while a slightly lower percentage have a graduate or professional degree (35.6% compared to the county's 42%).

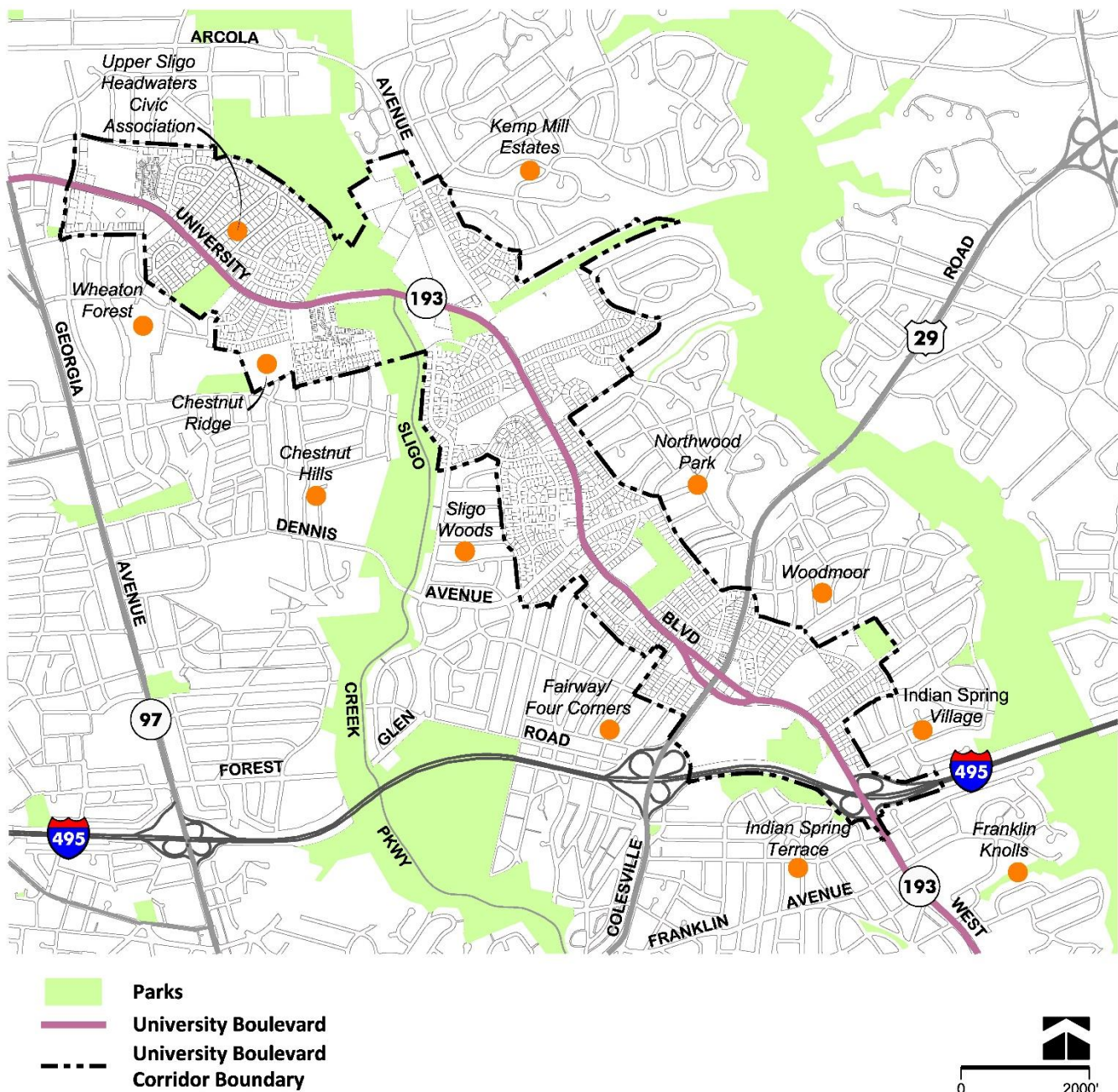


Intersection of University Boulevard and Colesville Road

EXISTING RESIDENTIAL COMMUNITIES

The University Boulevard Corridor Plan is composed of several residential neighborhoods, including detached residential properties and residential townhouses, as shown in Figure 4. Many of these neighborhoods were included in prior plans, including the 1989 *Master Plan for the Communities of Kensington-Wheaton*, 1996 *Four Corners Master Plan*, and 2001 *Kemp Mill Master Plan*. Residential development has existed in the Plan area since the 1930s and continued through the 1990s. The residential neighborhoods are in the R-60 or R-90 zones and smaller residential townhouse communities, including Wetherstone and Surrey Walk, are in the RT zones. The Inwood House, Arcola Towers and Oaks at Four Corners are three multifamily residential developments that provide services to seniors in the Plan area.

Figure 4: Existing Residential Neighborhoods





Northwood Park



Woodmoor

Upper Sligo, Wheaton Forest, and Kemp Mill Estates are some of the established residential communities in the northwestern, southwestern and northern portions of the Plan area, respectively. The Sligo Woods and Northwood Park communities are in the vicinity of the central portion of the Plan area, and several residential communities, including Woodmoor-Pinecrest and North Four Corners surround the Four Corners area.

Residential neighborhoods are complemented with public facilities, including Northwood High School, Blair High School and Forest Knolls Elementary School as well as public parks, including Wheaton Forest Local Park, North Four Corners Local Park, and Kemp Mill Urban Park.

PLAN AREA HISTORY

This history is a condensed narrative of the research conducted by Montgomery Planning; the full history and suggested readings are available in the Plan Appendix. This narrative collates and builds upon the works of Montgomery Planning, cultural resource consultants who produced Maryland Inventory of Historic Properties forms for the Maryland Historical Trust, research by archivist Dr. Ken Hawkins and historian Dr. David Rotenstein shared through the Northwood-Four Corners Civic Association, and oral histories of the Horad family conducted by Dr. Rotenstein.

Montgomery County has a rich history that begins with the arrival of Indigenous peoples over 12,000 years ago. The Piscataway and Susquehannock settled along waterways and utilized the inland areas for hunting, sources for raw materials, and temporary winter campsites. The onset of European colonization led to the displacement and decline of Indigenous populations due to disease and conflict. Some Indigenous people remained in Maryland and their descendants continue to live in the state. Colonists received large land patents and relied on enslaved labor to cultivate tobacco and amass wealth. In the nineteenth century, plantation owners diversified their agricultural focus due to land exhaustion, depressed tobacco markets, and changing demographics. Bladensburg Road, now known as University Boulevard, connected lower Montgomery County to the port at Bladensburg. Crossroad communities developed at present-day Wheaton and Four Corners and fostered the area's growth.

The impacts of the Civil War paired with transportation improvements characterized the late nineteenth century. African Americans established a small community in the Plan area with the founding of the Allen Chapel African Methodist Episcopal Church and Cemetery ca. 1873, the acquisition of residential properties on

Wheaton Lane, and the opening of a segregated Black elementary school in 1900. The United States Census recorded an African American population of 147 persons living near University Boulevard between present-day Georgia Avenue and Inwood Avenue in the mid-twentieth century. Racial segregation, the encroachment of suburban developments, and urban renewal efforts of the 1960s led to the demolition of many of these African American resources. The widespread use of racial restrictive covenants in conjunction with other discriminatory practices prevented homeownership and housing opportunities for African Americans, Jewish, and other racial and ethnic minorities throughout most the Plan area.

Montgomery County experienced rapid suburbanization in the first half of the twentieth century, driven by the automobile, infrastructure improvements, New Deal programs, and the expansion of the Federal government. The corridor attracted white suburban development due to its pastoral landscape, establishment of nearby amenities such as country clubs, and Federal Housing Administration programs after its establishment in 1934. Subdivisions included but were not limited to Indian Spring Terrace (1926), Argyle Park (1926), Country Club Park (1930), Indian Spring Park (1930), Fairway (1934-1942), Country Club View (1936-1947), Indian Spring Village (1937), Woodmoor (1937-1949), Indian Spring Club Estates (1940), Warrenton Village (1940), and Franklin Knolls (1941). Suburbanization closer to Downtown Wheaton primarily occurred in the late 1940s and 1950s as the establishment of Wheaton Plaza buoyed its attractiveness as a regional destination. Developers subdivided Wheaton Knolls (1946), Glenhaven (1947-1955), Chestnut Hills (1948-1952), Wheaton Forest (1950-1953), Parkway (1955), Sligo Estates (1955), Forest Knolls (1956-1959), and Kemp Mill Estates (1958-1960). Transportation improvements, including the widening of University Boulevard and construction of the Capital Beltway, supported growth.

Montgomery County and the University Boulevard Corridor's Jewish population grew significantly after World War II. Many Jewish Washingtonians relocated or established homes in Chevy Chase, Bethesda, or Silver Spring. Synagogues and institutions established along University Boulevard included the Har Tzeon, Langley Hebrew (later renamed Temple Israel), and the Young Israel Shomrai Emunah. By 1980, records suggest that the Jewish population in Montgomery County reached 70,000 people. Jewish residents comprised a significant portion of the Kemp Mill community.

CHAPTER 3: PLAN FRAMEWORK

PLAN APPROACH

The University Boulevard Corridor Plan represents a balance between best practices, professional expertise, data analysis and modeling, and the lived experiences and vision of the community. While the Plan's recommendations build on countywide plans and policies, they are unique to the context and conditions of the Plan area. The Plan is primarily organized by Plan element, with some recommendations applicable to the full Plan area, and others neighborhood or site specific.

The University Boulevard Corridor Plan includes an urban design framework to guide future development and public realm improvements, land use and zoning recommendations to achieve Thrive's vision of compact, corridor-focused growth, and housing recommendations to provide opportunities for a diverse range of housing types. The Plan's transportation recommendations seek to achieve safe, convenient, reliable, and comfortable transportation options for all people walking, biking, rolling, riding transit and driving. Recommendations for parks, trails, public open space, community facilities, and historic resources strive to provide opportunities for social gathering, healthy living, and community building, while the environmental sustainability recommendations seek to mitigate the impacts of climate change and improve resiliency. These recommendations, in total, seek to achieve an equitable community, where all residents—regardless of race, ethnicity, gender, geography, income, or immigrant status—can thrive.

URBAN DESIGN STRATEGY

The University Boulevard Corridor Plan advances Thrive's goals for corridor-focused growth by promoting transit-supportive redevelopment near planned BRT stations, creating opportunities to expand housing choice on properties fronting the corridor between future BRT station locations, and advancing multimodal improvements. Prior planning efforts did not address urban design ideas or principles for future development along the corridor.

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

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

Corridor-Focused Growth

Montgomery County's recently approved General Plan, *Thrive Montgomery 2050* (Thrive), aspires for compact growth supported by transit and a safe, comfortable, and appealing network for walking, biking, and rolling within the county's centers and along major corridors. Corridor-focused growth seeks to align the intensity of development along corridors with the surrounding context and the proximity to existing or planned transit. An illustrative visual of corridor-focused growth is shown in Figure 5.

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

Figure 5: Corridor-Focused Growth Illustrative



DESIGN GUIDANCE FOR BRT STATION LOCATIONS

Redevelopment in the vicinity of planned BRT stations should explore:

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

DESIGN GUIDANCE FOR CORRIDOR FRONTING BLOCKS BETWEEN BRT STATIONS

Corridor-fronting blocks between planned BRT stations should explore:

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

DESIGN GUIDANCE FOR NON-CORRIDOR FRONTING BLOCKS

Individual non-corridor fronting blocks considering redevelopment should explore:

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

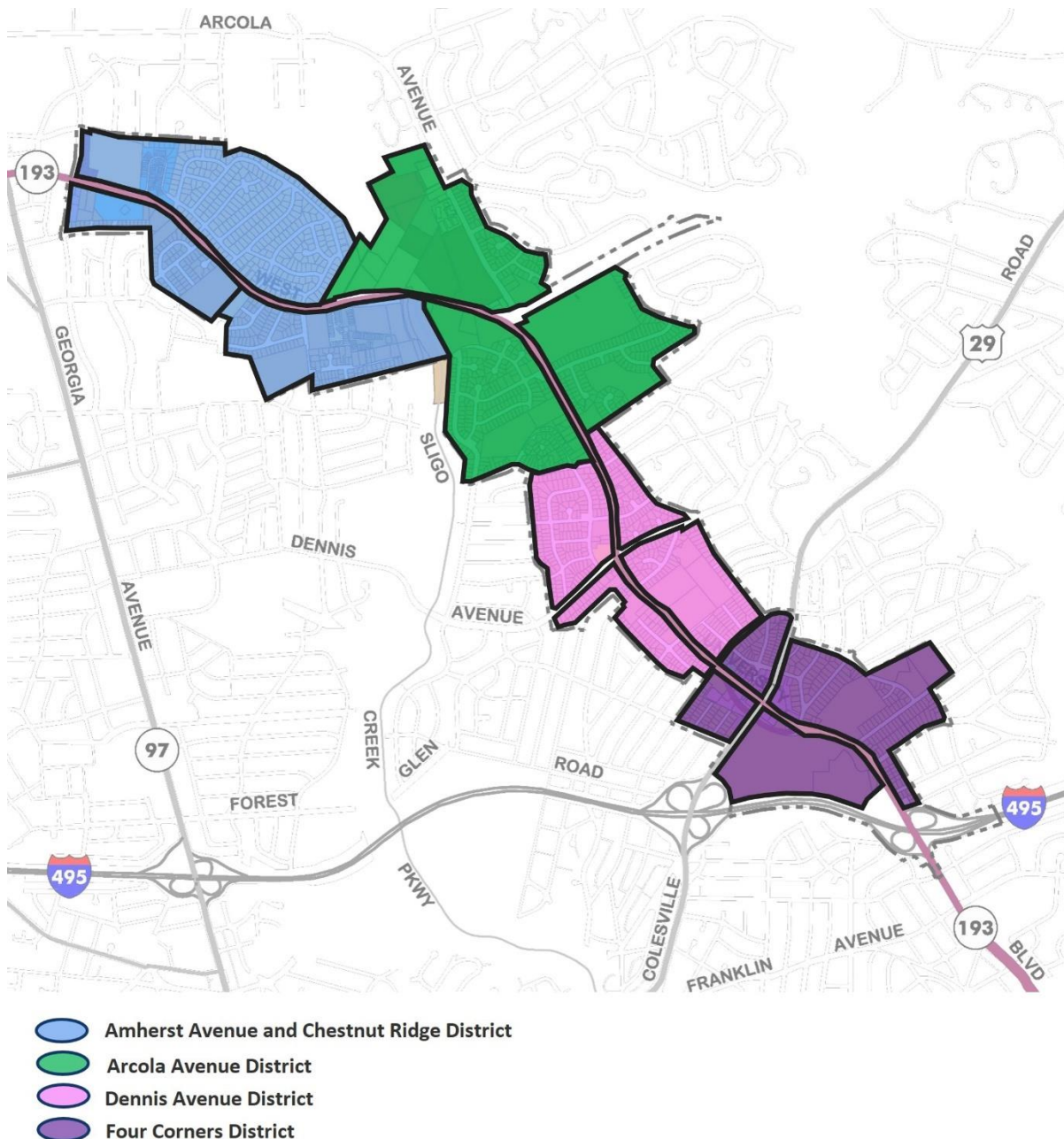
PLACEMAKING RECOMMENDATIONS

This Plan recommends creating distinctive areas to establish a sense of place and reflect the values of the communities along University Boulevard. Placemaking interventions that include wayfinding, branding, artistic and cultural elements are recommended at intersections that provide entry into major mixed-use centers and gateway areas, such as the WTOP property and Four Corners. Other locations in the Plan area, such as Inwood Avenue, Arcola Avenue, and Dennis Avenue, should also be enhanced.

CHAPTER 4: LAND USE, ZONING, AND URBAN DESIGN

The University Boulevard Corridor Plan establishes four districts along the corridor that are anchored by planned BRT stations at Amherst Avenue, Inwood Avenue, Arcola Avenue, Dennis Avenue, and Four Corners. The Plan refers to these districts as the Amherst Avenue and Chestnut Ridge District, the Arcola Avenue District, the Dennis Avenue District, and the Four Corners District, as shown in Figure 6. The names generally correspond to the locations of planned BRT stations, with some district names acknowledging important historic resources or current commercial centers. These districts are further divided into smaller neighborhoods to provide more specific land use, urban design, and public open space recommendations.

Figure 6: Plan Districts [Figure to be Updated with Planning Board Draft]



Conditional Uses:

The 2014 Zoning Ordinance update renamed special exception uses as conditional uses. Conditional uses are land uses that are permitted in residential and non-residential zones if specific conditions are met. Division 3.1 of the Zoning Ordinance identifies all conditional uses, which are typically approved by the hearing examiner.

Autumn Lake Healthcare at Arcola (CBA 1203), a nursing home on Arcola Avenue, Collins Funeral Home (CBA 2117), and Four Corners Medical Clinic (CBA 1544) at 334 University Boulevard West are some of the approved existing conditional uses in the Plan area. A conditional use for Independent Living Facility for Seniors was approved for the property at 1910 University Boulevard West.

This Plan endorses specialty housing that contributes to diversifying the existing and future housing inventory in the Plan area and recommends:

- Additional conditional uses in the Plan area that promote specialized housing that contributes to diversifying the housing inventory, including independent living facility for seniors or persons with disabilities and residential care facilities.
- New accessory residential uses, such as home occupations, in the Plan area.
- Avoid the concentration of similar conditional uses within residential neighborhoods.

Key neighborhoods along the corridor, which are in proximity to the planned BRT stations and denoted for this Plan, are WTOP, Hearthstone Village, Inwood House, University Towers, Mary's Center and Four Corners. The former African American neighborhood, known as Chestnut Ridge, is reestablished in the Plan area. The Plan recommends the Commercial Residential Town (CRT) Zone as the primary zoning tool for large commercial and institutional properties in the Plan area and the Commercial Residential Neighborhood (CRN) Zone for detached residential properties within blocks fronting the corridor.

Some properties, including the Hearthstone and the Westchester developments, which are in the Planned Development (PD) Zone, as well as the Surrey Walk and Wetherstone developments in the Residential Townhouse (RT) Zone, are recommended to receive new zoning classifications for consistency with the 2014 Zoning Ordinance requirements. Refer to Figures 7 and 8 for the existing and recommended land uses, and Figures 9 and 10 for the existing and recommended zoning.

Figure 7: Existing Land Use

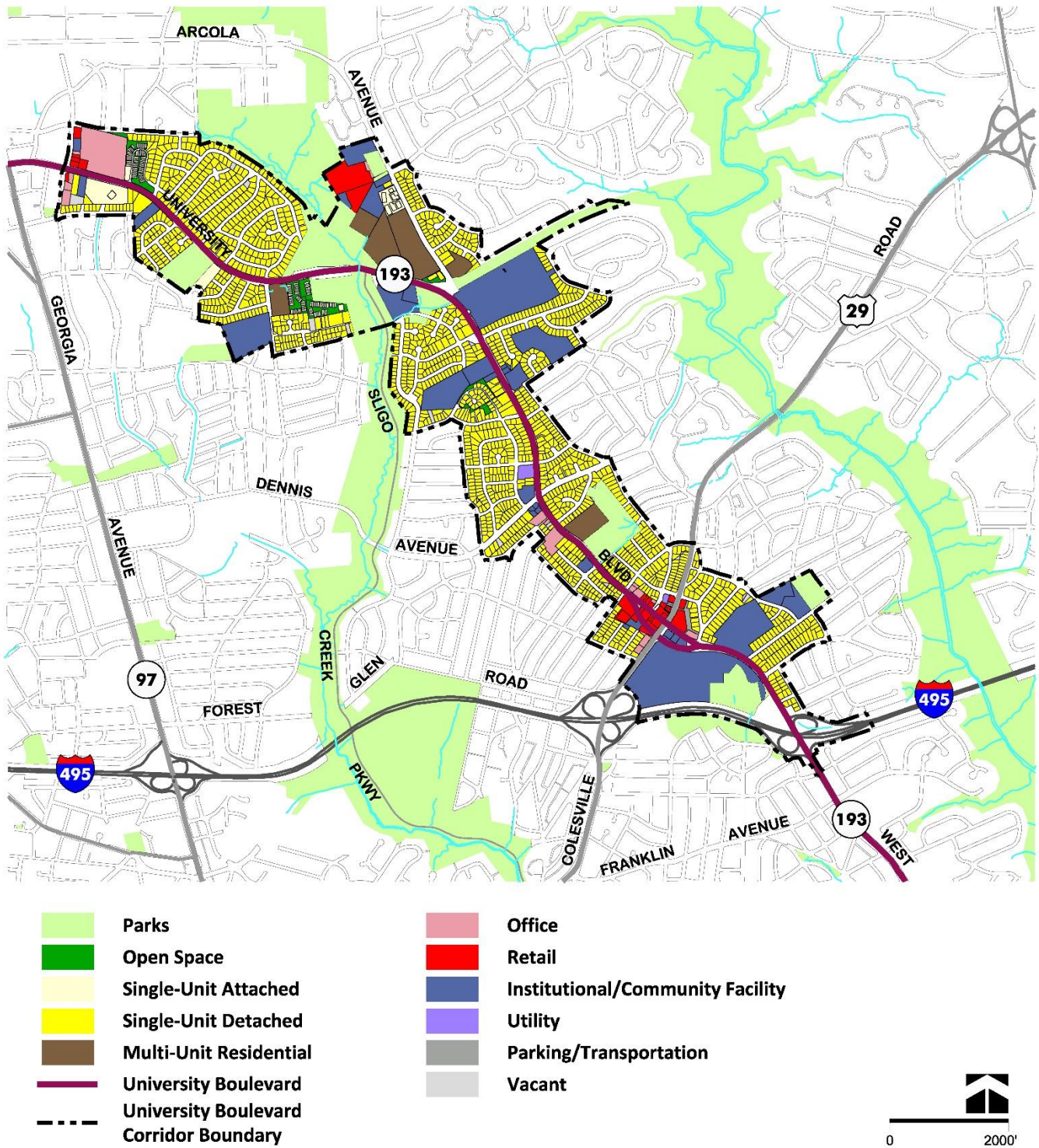


Figure 8: Proposed Land Use [Figure to be Updated with Planning Board Draft]

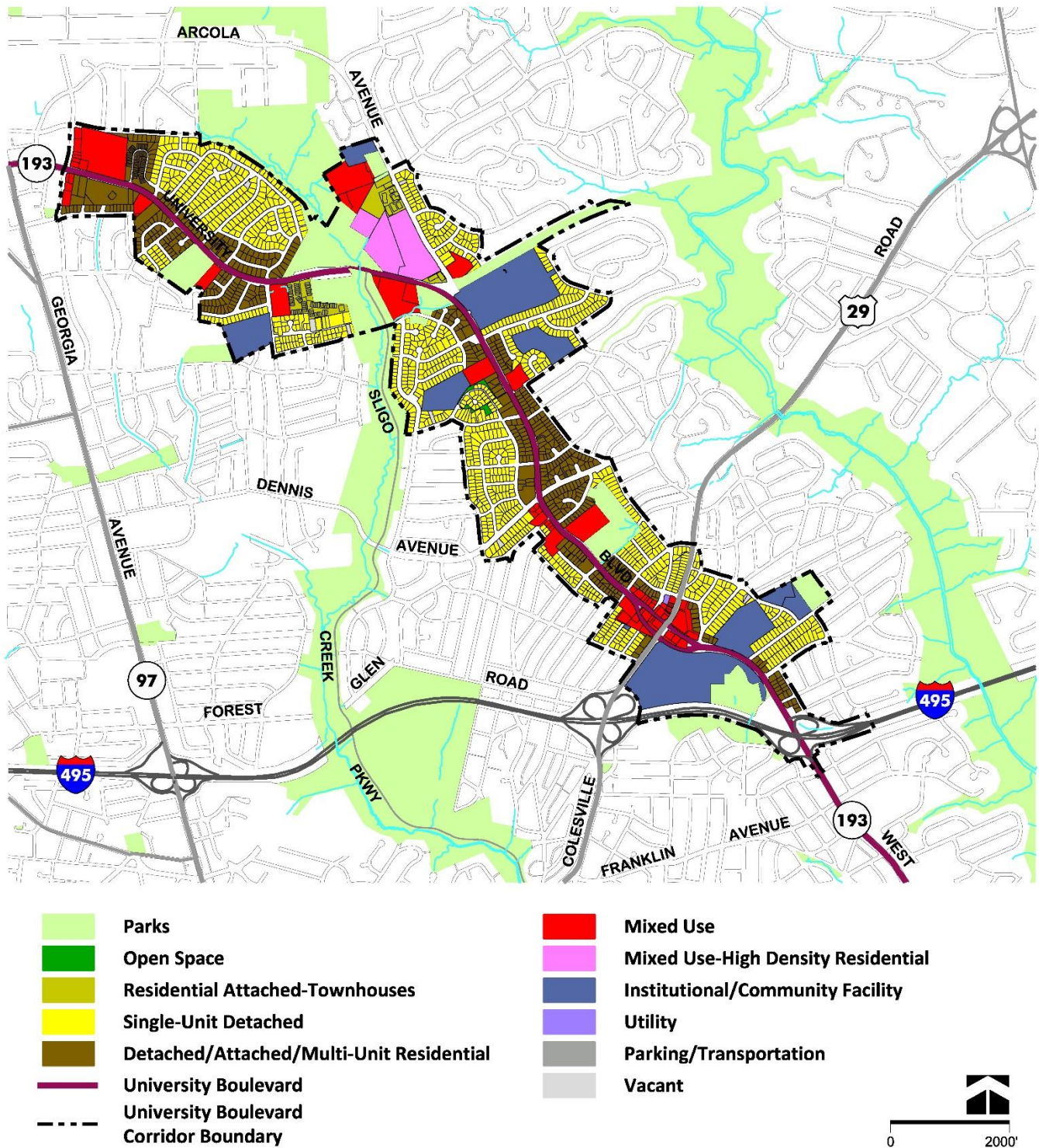


Figure 9: Existing Zoning

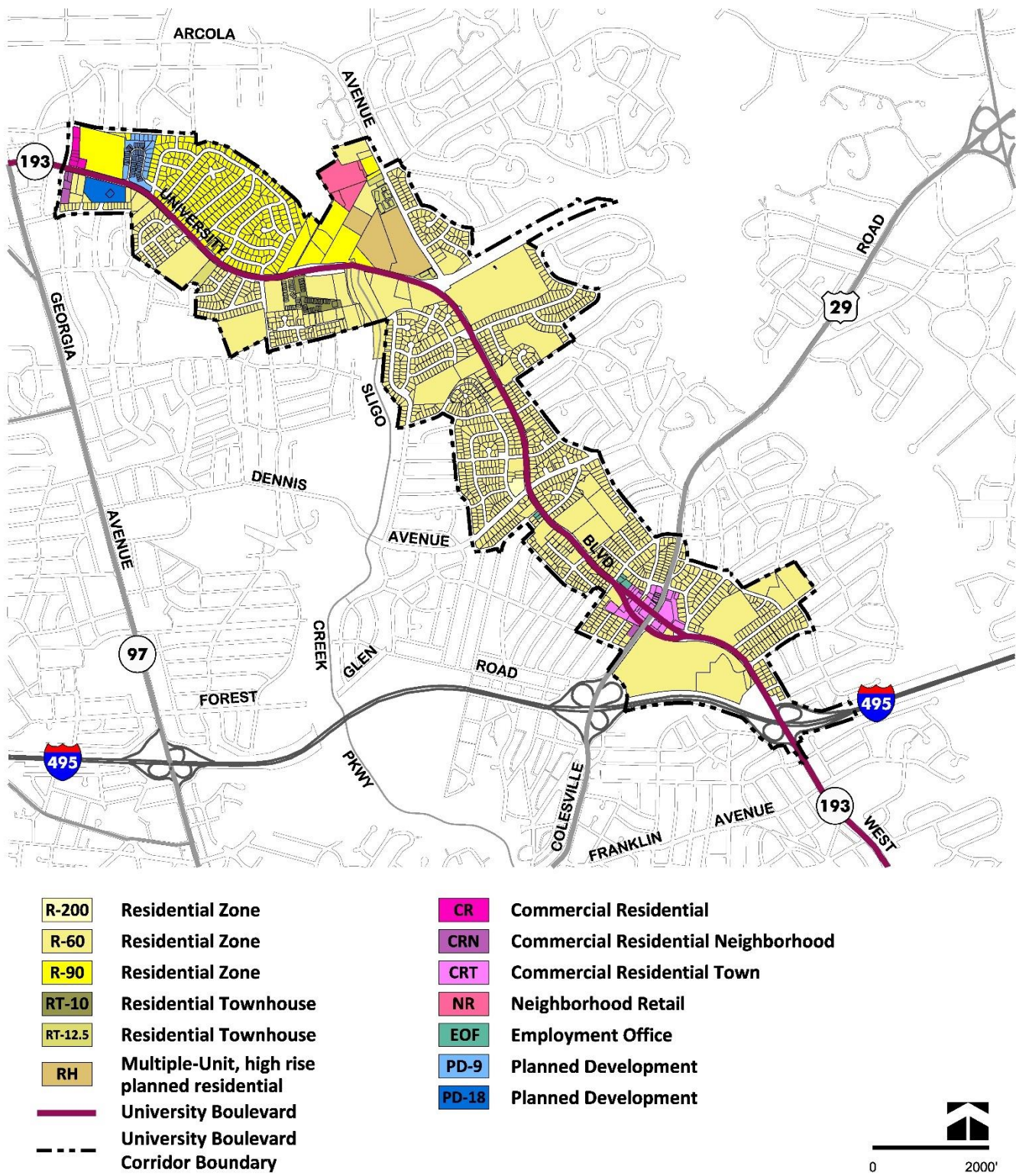
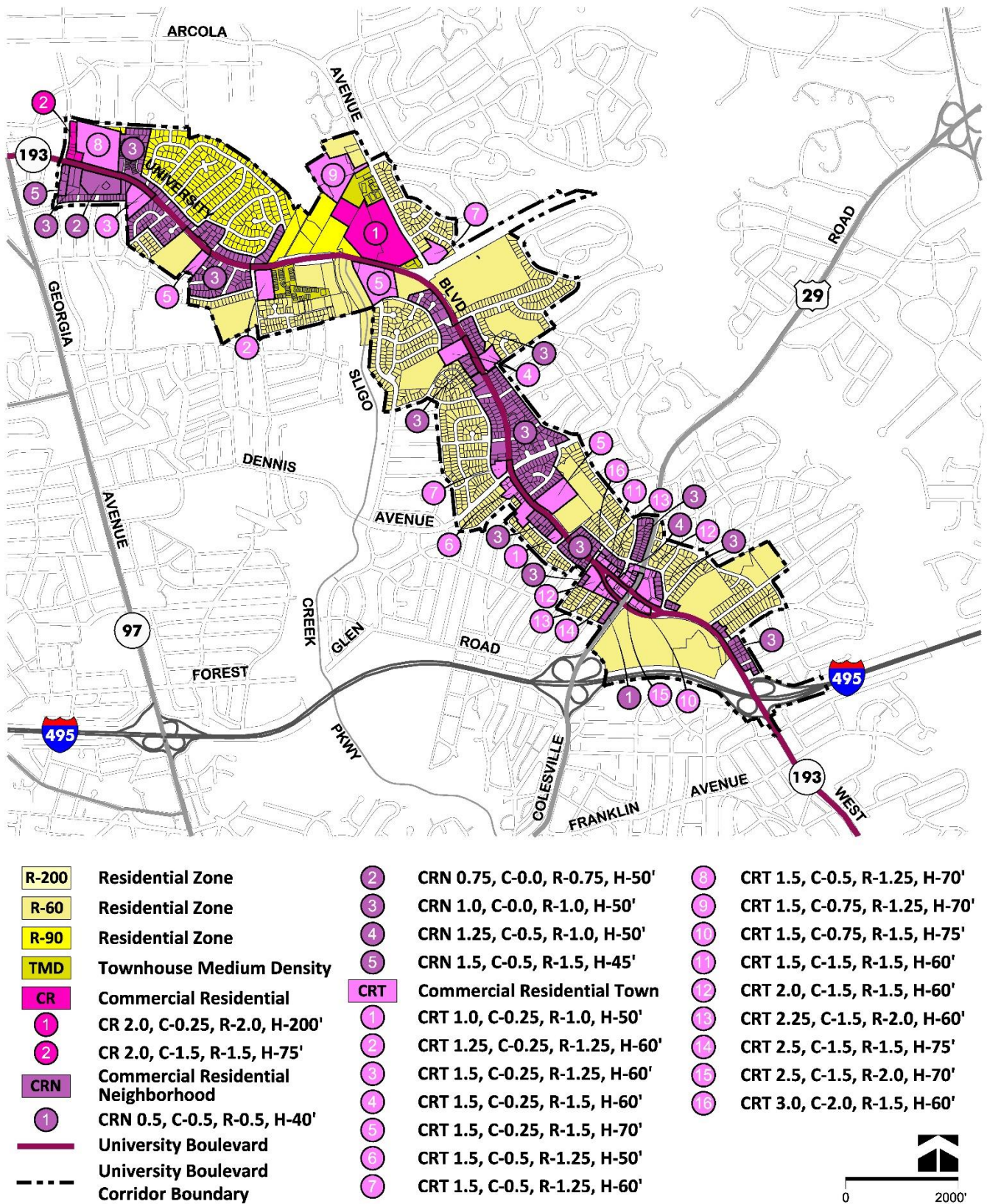
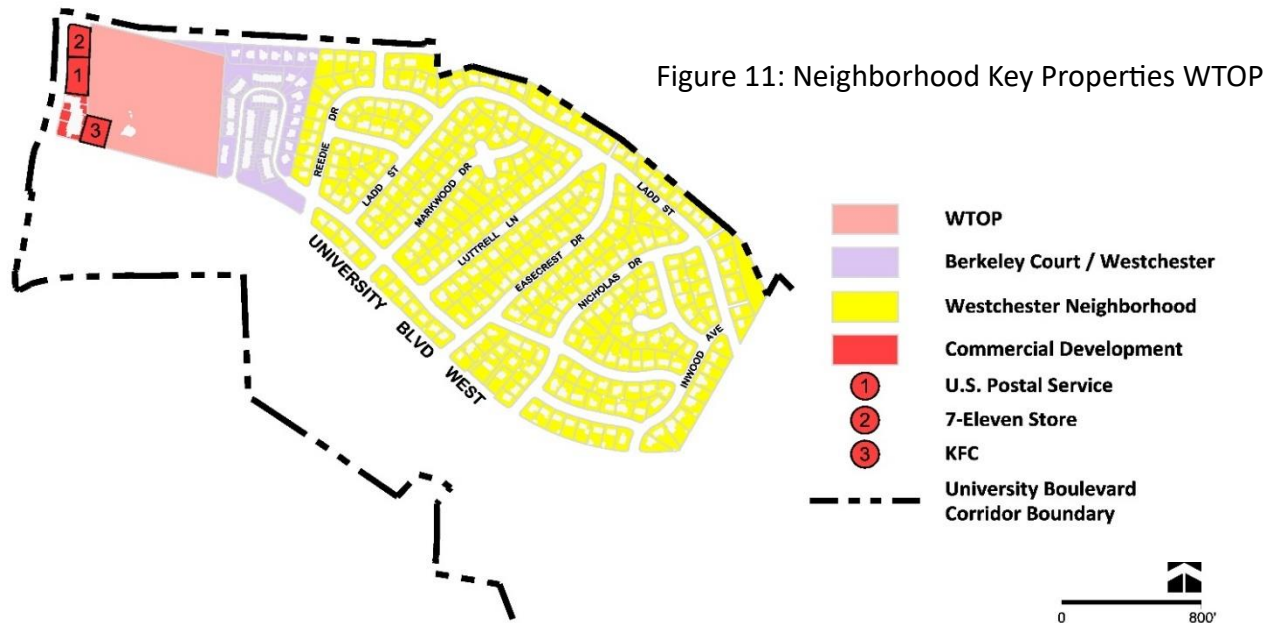


Figure 10: Proposed Zoning [Figure to be Updated with Planning Board Draft]



AMHERST AVENUE AND CHESTNUT RIDGE DISTRICT

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



WTOP NEIGHBORHOOD

Restaurants, a United States Postal Service (USPS) building, the WTOP Transmitter and its surrounding property, and the Berkeley Court residential development, also known as Westchester, are in this approximately 80-acre area, as shown in Figure 11. Residential development in this neighborhood was built between the late 1950s and the 1990s.

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



WTOP

The County Council designated the Art Deco and International-styled WTOP Transmitter (M: 31-12) in the *Master Plan for Historic Preservation* in 1990. According to the 2012 *Wheaton Central Business District and Vicinity Sector Plan*, the WTOP Transmitter Building was completed in 1940 and “considered cutting edge design with a distinctive sculptural quality, lack of ornamentation, and stark simplicity- hallmarks of the

Historic Feature: Chestnut Ridge

Toward the end of the nineteenth century, several African Americans families, including the Gasaways, Powells and Websters started to acquire property on Wheaton Lane at Chestnut Ridge (near the present-day intersection of University Boulevard and Inwood Avenue) and on University Boulevard. The growing population lobbied for the construction of a purpose-built elementary school. In 1900, the Board of School Commissioners paid \$200 for a one-acre lot for the construction of a no longer extant, one-room, segregated Black school for the Wheaton community.

In 1939, Romeo and Elsie Horad moved their family from Washington, D.C. to Elsie's ancestral family land in Wheaton. The couple built the house at 2118 University Boulevard West. Romeo W. Horad, an African American lawyer and realtor, challenged racial restrictive covenants in the District of Columbia, demanded and lobbied for improved educational facilities and infrastructure for Black communities in Montgomery County, established a groundbreaking candidacy for the Montgomery County Council, and coordinated voter registration of African Americans in Maryland. All these actions occurred while the Horad family resided at the subject house, which served as a social and political meeting place. The house represents the cumulative efforts of three generations of the family to improve the lives of African Americans in Montgomery County and the surrounding region.

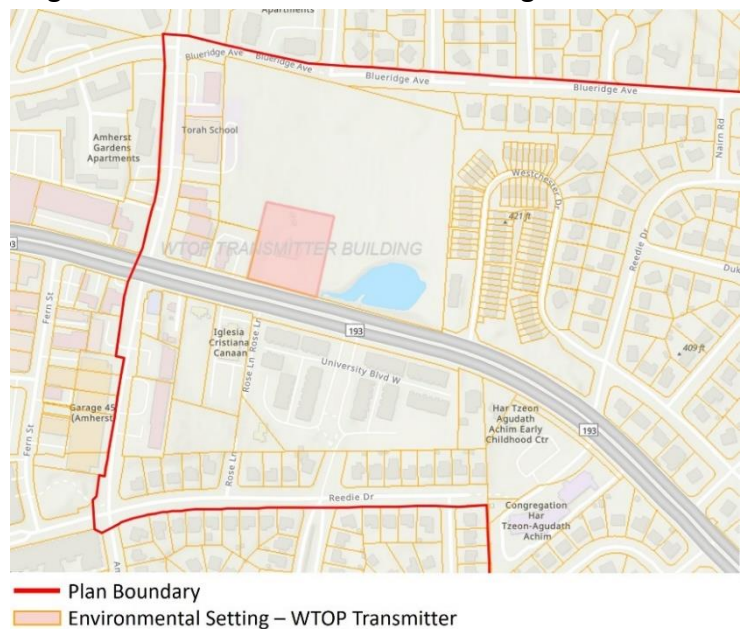
In 1940, the U.S. Census specifically enumerated the "Negro Section Called Chestnut Ridge," an area located primarily on University Boulevard between Georgia Avenue and Inwood Avenue and recorded approximately 21 owners and 11 renters with a population of 147 persons. The residents were laborers (24%), domestic servants (41%), truck drivers (10%), teachers (7%), or held other working-class jobs (17%).

International Style that was virtually unknown in Montgomery County. Influence of the Art Moderne, popular in this era, is evident in curving, streamlined surfaces and the use of glass block. *Architectural Record* featured a two-page layout on the WJSV/WTOP Transmitter in 1941, one year after the radio station began operation. WTOP is one of the oldest radio stations in the country and still broadcasts from this facility, operated remotely from offices in Northwest Washington."

The resource has an environmental setting of 1.44 acres, as shown in Figure 12. Any redevelopment of the surrounding 10-acre property must concentrate development outside of the environmental setting. Prior research has indicated that there is buried copper mesh used for broadcasting on the property, which may impact potential redevelopment.

The Montgomery County Burial Sites Inventory lists the Carmack Family Cemetery near the northern extent of the WTOP Transmitter property. Future redevelopment of the property at the time of the subdivision would require archaeological investigations consistent with §18-31 of the County Code.

Figure 12: WTOP Environmental Setting



LAND USE AND ZONING RECOMMENDATIONS

- Confirm the Commercial Residential (CR) CR-2.0 C-1.5 R-1.5 H-75 Zone for the retail property at 2119 University Boulevard West and all other properties, including the U.S. Postal Service property, along Amherst Avenue, as shown in Figure 13.
- Rezone the WTOP Transmitter property from the R-90 Zone to the CRT 1.5 C-0.5 R-1.25 H-70 Zone to promote infill mixed-use development that is in proximity to existing and planned transit that contributes to the Plan's public benefits, as shown in Figure 14.
- Rezone the Berkeley Court/Westchester development from the Planned Development (PD-9 Zone) to the CRN 1.0 C-0.0 R-1.0 H-50 Zone as a suitable equivalent zone for the property since the PD Zone cannot be confirmed through the Sectional Map Amendment (SMA).
- Rezone the detached residential properties as shown in Figures 13 and 14.

Historic Feature: Chestnut Ridge-Part II

Racial segregation, the encroachment of suburban developments, and urban renewal efforts of the 1960s led to the demolition of many of these African American resources. The R.E. Latimer Land Company, the developer of the Chestnut Hills subdivision to the south of the African American community, included racial restrictive covenants that prohibited the sale or occupancy of any lots to "any member of any race other than the Caucasian..." in 1949.

Montgomery County commissioned the *Community Development Potential Report (1969)* that documented 12 dilapidated and 7 deteriorated houses on Wheaton Lane owned or occupied by African American residents. The report stated:

The Wheaton Lane Problem Area is a small settlement of deficient dwellings in the center of an area of typical suburban homes. Located a short distance south of University Boulevard, the Problem Area shares the same street with the Chestnut Hills subdivision on the south and faces the Glen Haven subdivision on the west. The deficient homes in the Problem Area are all older frame structures, in deteriorating or dilapidated condition due mainly to inadequate original construction. The occupants of deficient housing in this Area are predominately Negro, and two-thirds of the families are owner-occupants. ...Public sewer and water facilities are available to the Problem Area, although it is doubtful whether the deficient housing units on Wheaton Lane are serviced by these facilities. ...It is strongly recommended that Wheaton Lane be improved to full subdivision standards commensurate with the surrounding streets, and that rehabilitation associated be provided to owner-occupants wherever feasible. In order to readily effectuate these proposals, an urban renewal project, ... is recommended.

Community Development Potential Report (1969)

Figure 13: Neighborhood Existing Zoning - WTOP

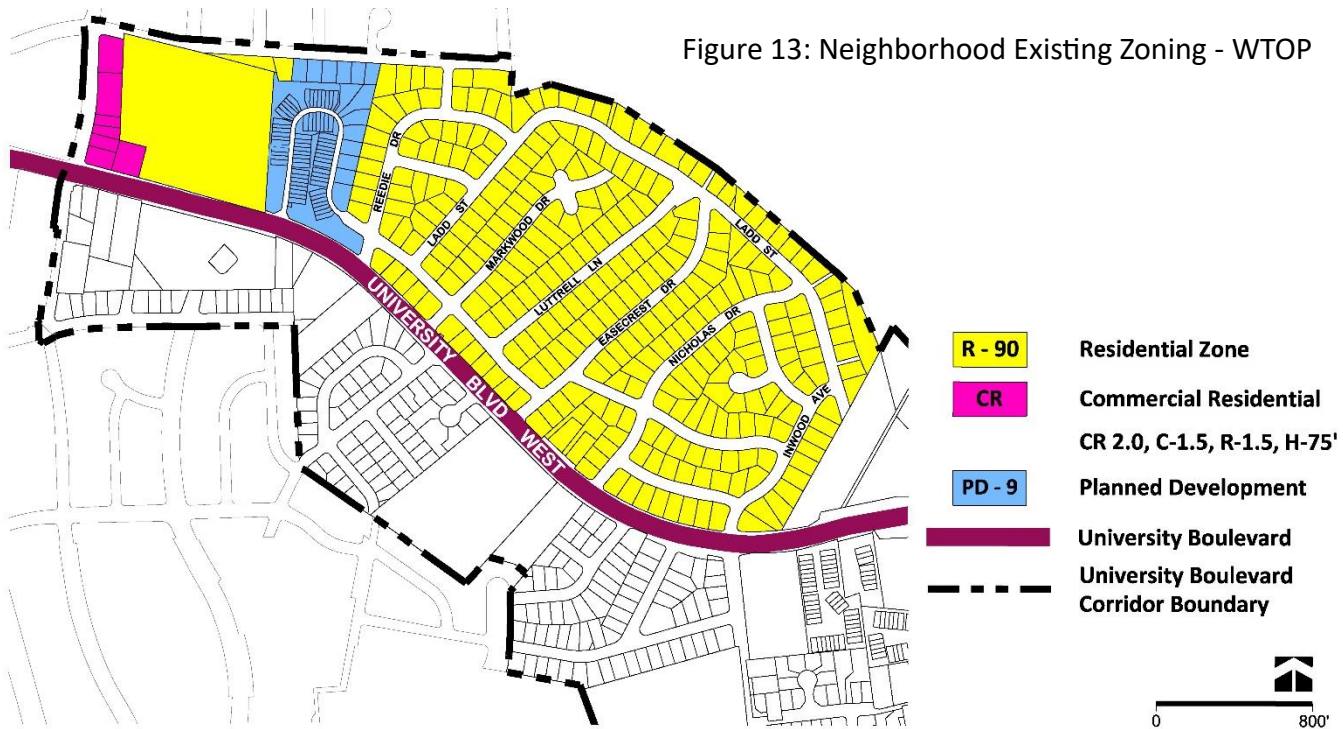
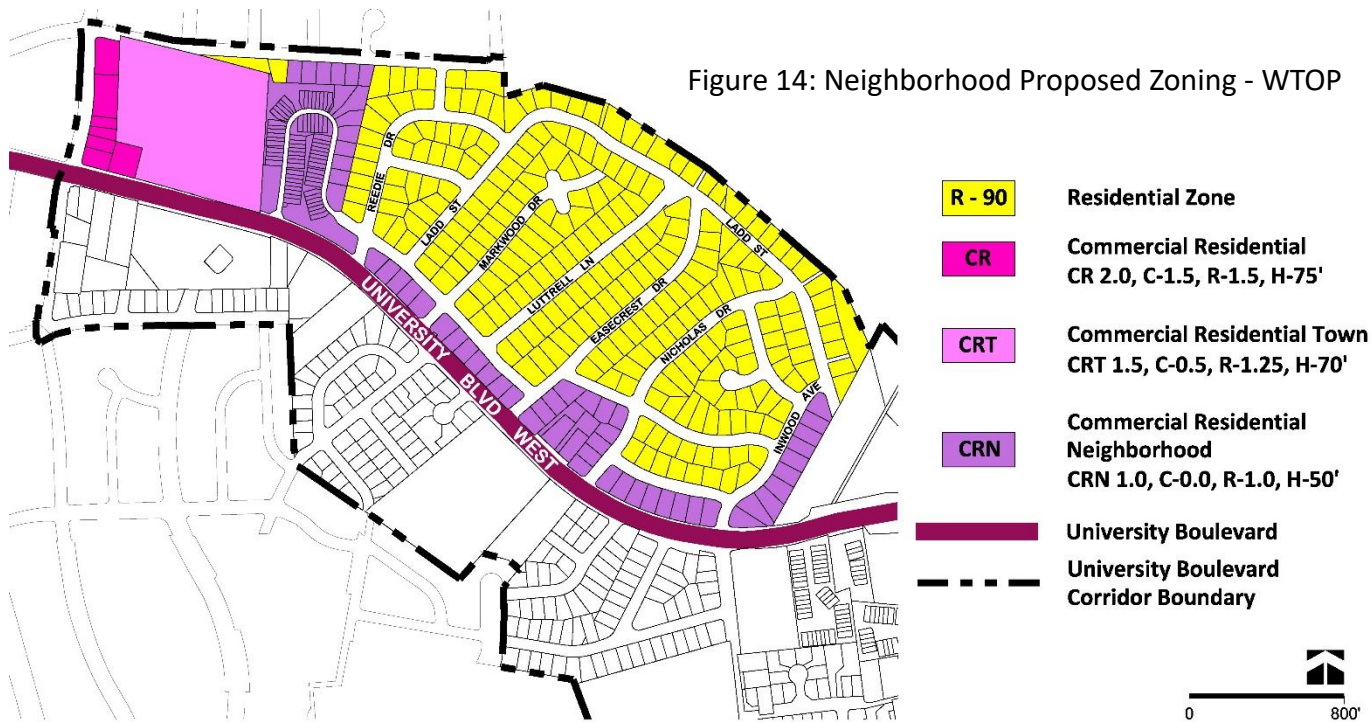


Figure 14: Neighborhood Proposed Zoning - WTOP



Urban Design Recommendations

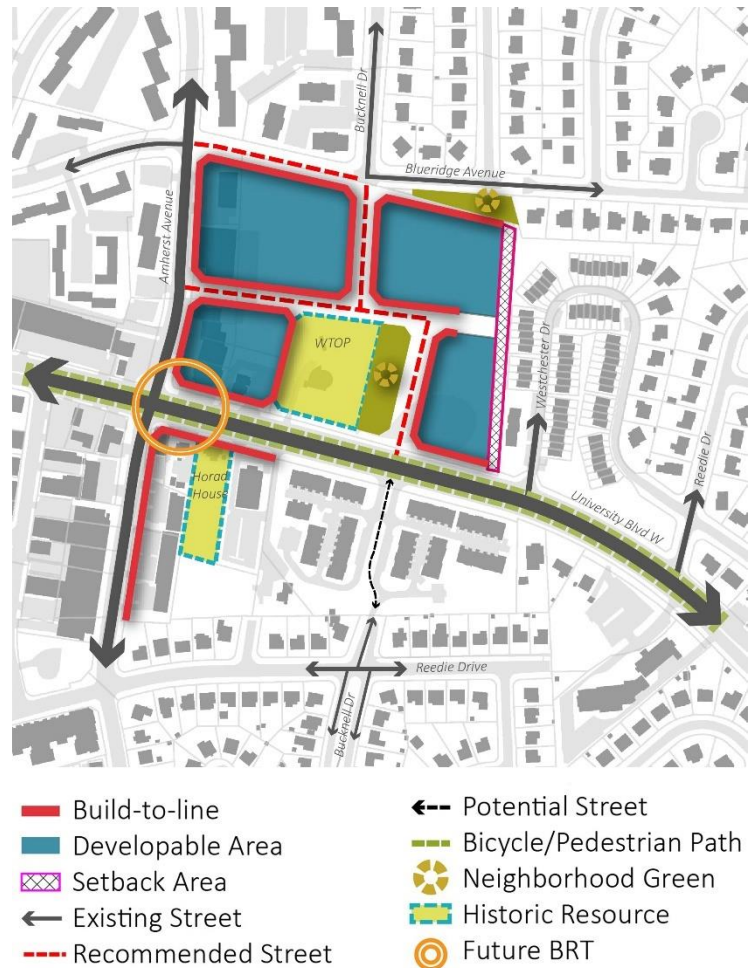
Redevelopment of this area should explore:

- Opportunities for coordinated redevelopment of the WTOP property and properties fronting on Amherst Avenue, as shown in Figure 15.
- Integration of recommended BRT station into redevelopment.
- Higher densities and activated building frontages along University Boulevard West and Amherst Avenue that include a mix of uses and active fronts to support recommended transit.
- Activated privately owned public space.
- An internal street grid that connects to surrounding existing public streets.
- A variety of residential unit types including multifamily, medium- and small-scale developments.
- Consolidated parking solutions accessible from internal streets that minimize or eliminate curb cuts along Amherst Avenue and University Boulevard West.

Future development of the WTOP property must:

- Protect and preserve the WTOP Transmitter (M: 31-12) listed in the *Master Plan for Historic Preservation*.
- New development adjacent to the WTOP Transmitter should enhance its environmental setting by exploring architectural elements and building heights that are compatible with the historic resource's scale and architectural style, and that maintain its visibility and prominence on the property.
- Complete archaeological investigations consistent with §18-31 of the County Code.
- Create a new street network on the property that provides pedestrian, bicycle, and vehicular connections to Blueridge Avenue and University Boulevard West.
- If development is coordinated with properties fronting on Amherst Avenue, provide a street connection to Amherst Avenue between University Boulevard and Blueridge Avenue; if a street connection is not feasible, at a minimum, provide a pedestrian and bicycle connection.
- Activate Blueridge Avenue with lower density development to transition to the existing residential community and improve the pedestrian connections between Amherst Avenue and Blueridge Avenue.
- Explore alternatives for outdoor activity at different scales throughout the development, including pocket greens, a farmers' market, and shared streets.

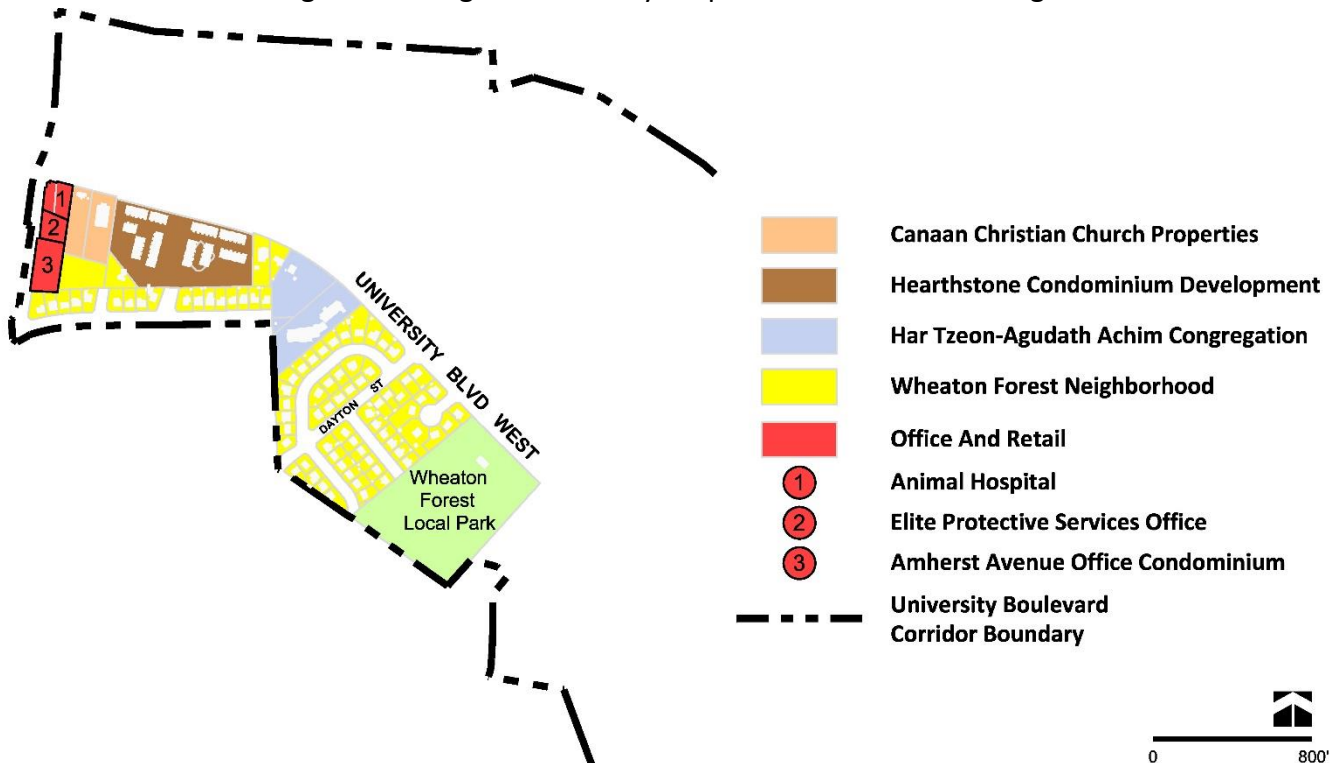
Figure 15: Urban Design WTOP



HEARTHSTONE VILLAGE NEIGHBORHOOD

Located south of University Boulevard West and east of Amherst Avenue, this 37-acre neighborhood shown in Figure 16 is composed of a range of residential and non-residential developments, including office condominiums, religious institutions, including Canaan Christian Church and Har Tzeon-Agudath Achim, a synagogue, Hearthstone, an attached residential community, and Wheaton Forest Local Park. The Local Park offers opportunities for active recreation, including two softball fields, tennis courts, a playground, and basketball courts. It also has a very popular picnic shelter for social gatherings and celebrations.

Figure 16: Neighborhood Key Properties Hearthstone Village



The Historic Preservation Commission (HPC) recommended that the Romeo and Elsie Horad House (M: 31-87) at 2118 University Boulevard West be listed in the *Master Plan for Historic Preservation*. The Canaan Christian Church owns the proposed historic property and the adjacent church property at 2100 University Boulevard West. This Plan recommends a consistent zoning approach, via the CRN Zone, for both properties that would preserve the historic resource while allowing for potential infill development on either property.

The Har Tzeon-Agudath Achim property, located at 1910 University Boulevard West, has an approved preliminary plan for a new 90-unit independent senior residential building, as a conditional use (CU 22-04), and a 22,000 square-foot religious structure. This Plan supports rezoning this property to the CRT Zone to ensure a consistent land use approach for institutional properties along the corridor as well as the trail connection between Reddie Drive and University Boulevard West.

Land Use and Zoning Recommendations

- Confirm the CRN 1.5 C-0.5 R-1.5 H-45 Zone for the non-residential properties along Amherst Avenue, as shown in Figure 17.
- Designate the Romeo and Elsie Horad House (M: 31-87) in the *Master Plan for Historic Preservation* and encourage the adaptive reuse of the building.
- Rezone the Canaan Christian Church properties at 2100 and 2118 University Boulevard West and 11221 Rose Lane and the vacant property at 11220 Rose Lane from the R-60 Zone to the CRN 1.0 C-0.0 R-1.0 H-50 Zone, as shown in Figure 18, to support new infill development and advancing the Plan's recommended public benefits, including historic resource preservation.
- Rezone the Hearthstone residential community from the PD-18 Zone to the CRN 0.75 C-0.0 R-0.75 H-50 Zone as a suitable equivalent zone for the property since the PD Zone cannot be confirmed through the Sectional Map Amendment (SMA).
- Rezone the Har Tzeon property from the R-60 Zone to the CRT 1.5 C-0.25 R-1.25 H-60 Zone to support the Plan's recommendations to encourage new residential development at institutional properties.
- Rezone the detached residential properties as shown in Figures 17 and 18.

Figure 17: Neighborhood Existing Zoning Hearthstone Village

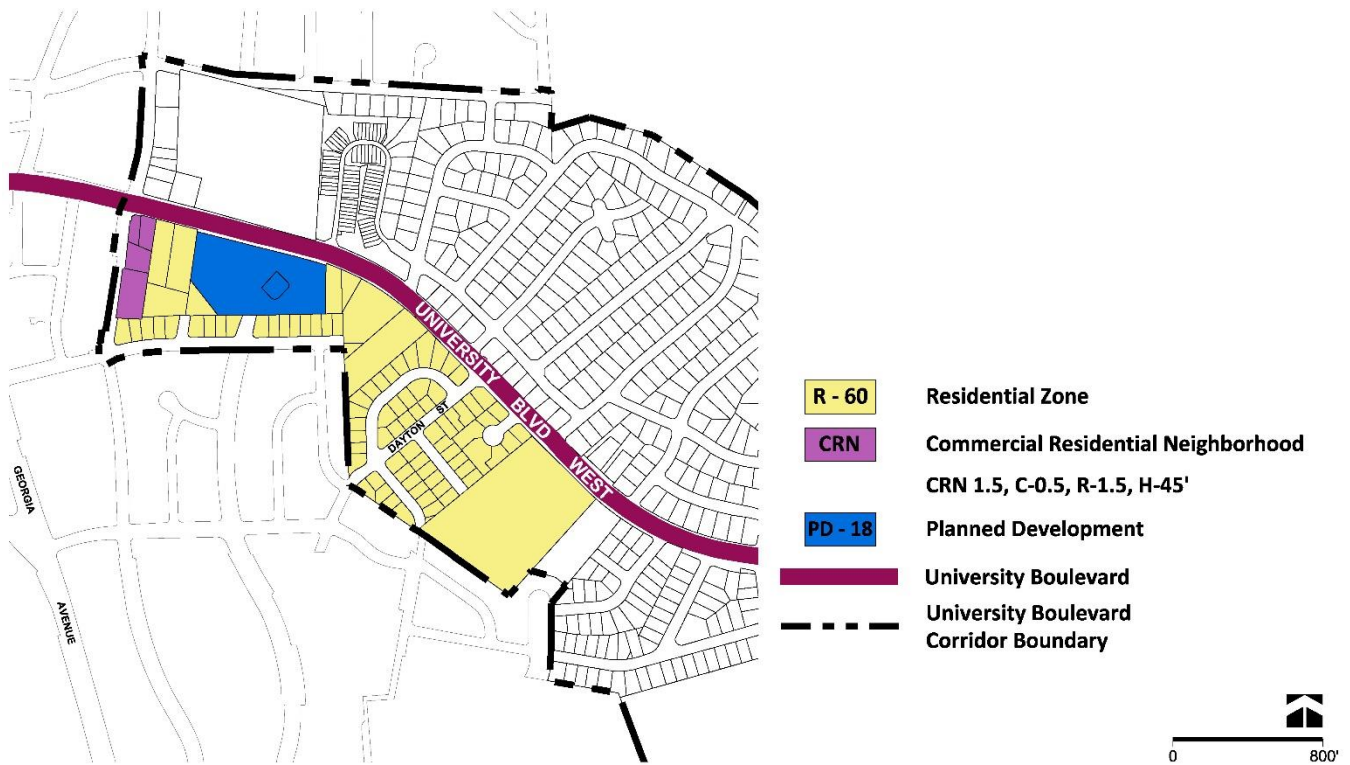
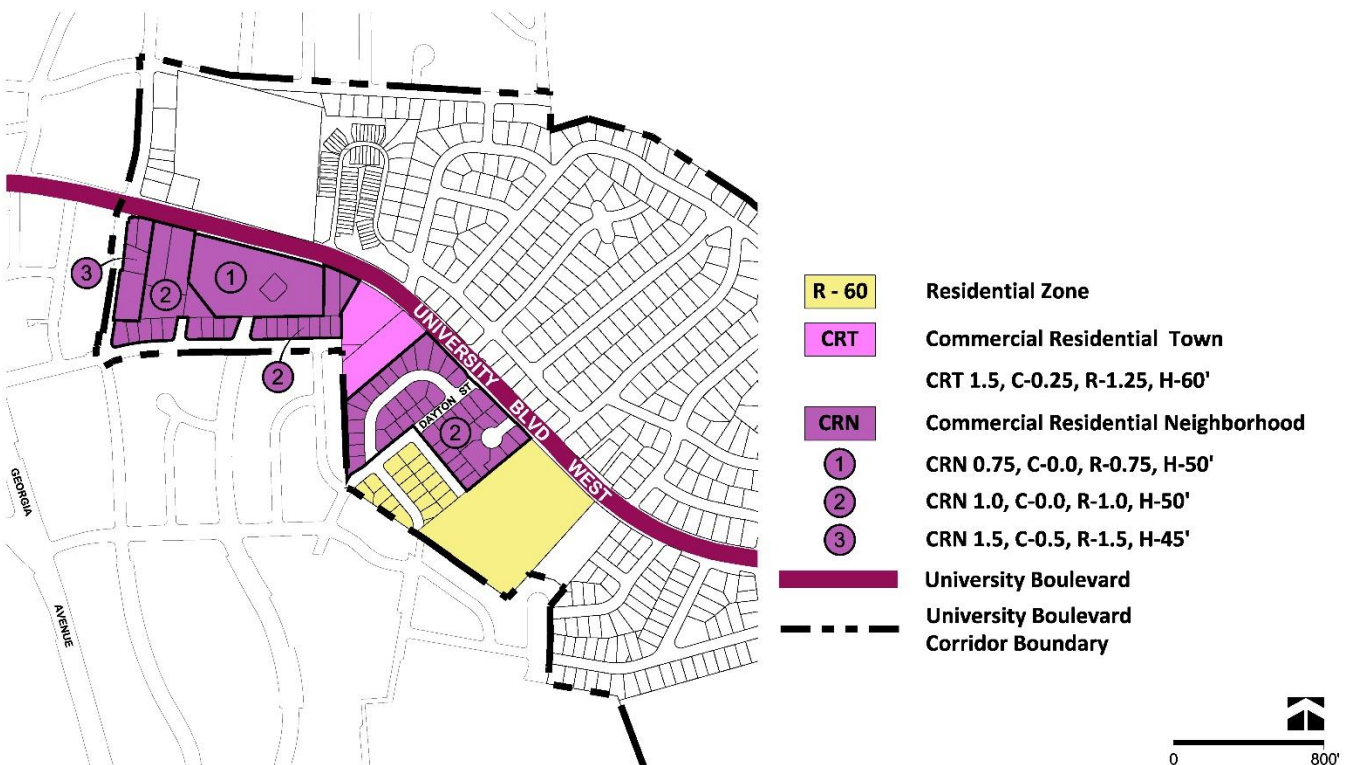


Figure 18: Neighborhood Proposed Zoning Hearthstone Village



INWOOD HOUSE NEIGHBORHOOD

The 62-acre Inwood House neighborhood, shown in Figure 19 and located between Wheaton Forest Local Park and Sligo Creek Parkway, is comprised of three residential townhouse communities, a segment of Sligo Creek Parkway, Glen Haven Elementary School, and the Inwood House multifamily residential property. Pomander Court, Surrey Walk and Wetherstone are the residential townhouse communities in this area, which are in the Residential Town (RT-12.5) Zone and Residential Town (RT-10) Zone, respectively. Glen Haven Elementary School is another public elementary school located along Inwood Avenue, approximately a block from University Boulevard. A BRT station is planned at the intersection of Inwood Avenue and University Boulevard.

Figure 19: Neighborhood Key Properties Inwood House



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

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

Historic Feature: Inwood House



In 1976, the Department of Housing and Urban Development (HUD) allocated a loan for \$2.7 million for the first residential housing facility primarily for individuals with a mobility or physical disability in the Washington, D.C., metropolitan region. The Centers for the Handicapped Development Corporation, a non-profit organization, completed Inwood House at the 3.9-acre site at the intersection of Inwood Avenue and University Boulevard in 1980. Inwood House, a five-story building, featured 150 one or two-bedroom apartments. Prior to the construction of such facilities, individuals with disabilities often were forced to live in isolated institutional settings, nursing homes, or with family in housing that failed to meet their needs.

With 150 apartments and a construction cost of \$7 million, Inwood House is the federal housing department's largest such subsidized housing project in the country.... Inside, light switches and plugs are at wheelchair level. Kitchen countertops can be raised and lowered. Bathrooms and bedrooms have an emergency system to alert the staff when someone needs help. There are rails beside toilets, wide doorways, and ramps.

Washington Post, August 19, 1980

Land Use and Zoning Recommendations

- Rezone the Pomander Court property from the Residential Town (RT-12.5) Zone to the CRT 1.5 C-0.25 R-1.5 H-60 Zone, as shown in Figures 20 and 21, to support the Plan's recommended public benefits.
- Rezone the Surrey Walk and Wetherstone residential townhouse communities from the RT-10 and RT-12.5 Zones to the Townhouse Medium Density (TMD) Zone as the RT-10 and RT-12.5 Zones cannot be confirmed through the SMA.
- Rezone the Inwood House property at 10921 Inwood Avenue from the R-60 Zone to the CRT 1.5 C-0.25 R-1.5 H-70 Zone to support infill or redevelopment of the property that further the Plan's public benefits, including affordable housing and specialized housing for residents with disabilities.
- Rezone the detached residential properties as shown in Figures 20 and 21.

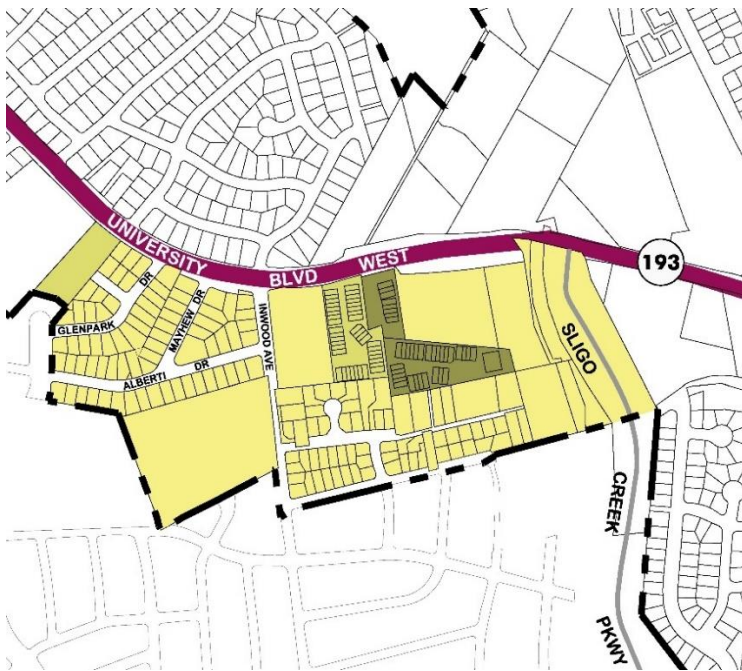


Figure 20:
Neighborhood Existing Zoning
Inwood House

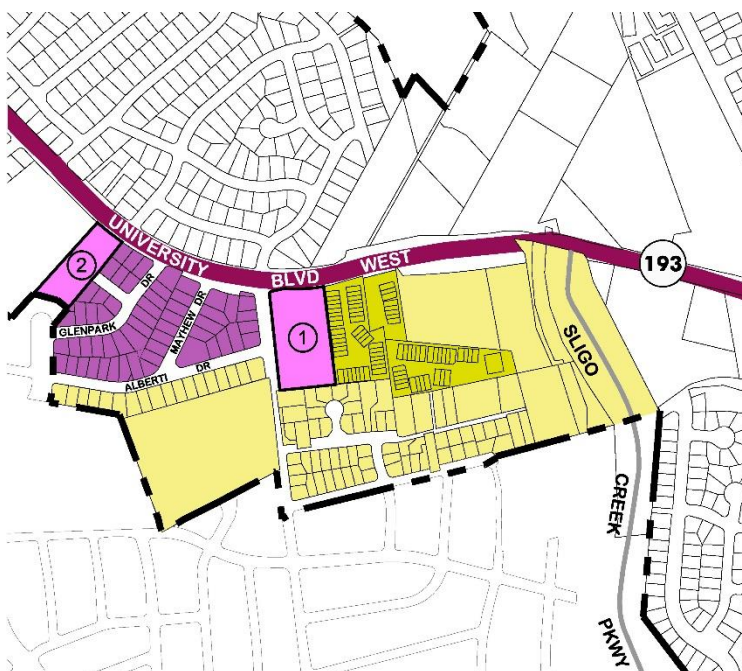
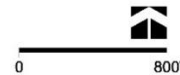
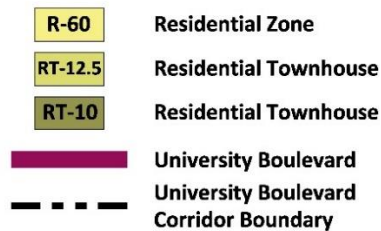
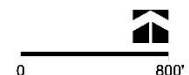
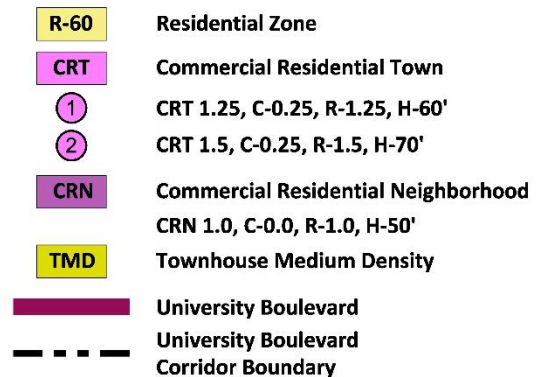


Figure 21:
Neighborhood Proposed Zoning
Inwood House [Figure to be Updated with
Planning Board Draft]



Urban Design Recommendations

Properties around the intersection of Inwood Avenue and University Boulevard West have development potential that could anchor the recommended BRT station with mixed-use development or higher-density residential uses. Redevelopment around this intersection should explore the following, as shown in Figure 22:

- Mixed-use redevelopment of the Inwood House property that integrates the proposed BRT station and includes affordable housing, particularly for residents with disabilities, as well as public open space and neighborhood serving retail to promote pedestrian activity and support transit users.
- Corridor-fronting small and medium-scale multifamily development at the other three quadrants of this intersection, to connect residents with recommended pedestrian, bicycle, and transit improvements along the corridor.
- Redevelopment of the Pomander Court property with higher-density residential uses, frontage improvements along University Boulevard West, and pedestrian and bicycle connections to Wheaton Forest Local Park.
- Promote Montgomery County Public Schools' (MCPS) Safe Routes to School initiative by modifying the intersection of University Boulevard West and Inwood Avenue to include a dedicated signaled left turn.
- Promote a more compact and street-oriented Glen Haven Elementary School that minimizes surface parking along Inwood Avenue.

Figure 22: Urban Design Inwood House



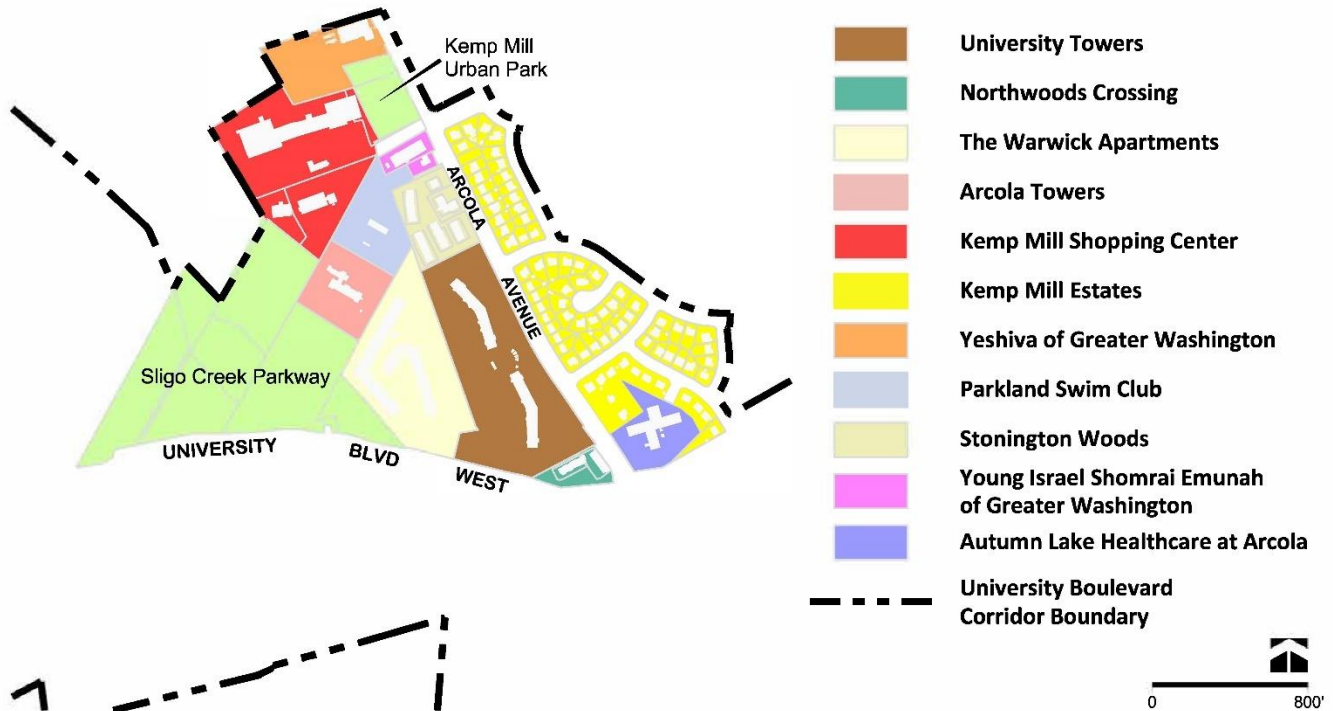
ARCOLA AVENUE DISTRICT

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

UNIVERSITY TOWERS NEIGHBORHOOD

Centered at the intersection of University Boulevard and Arcola Avenue are three multifamily residential buildings, including University Towers' two residential condominium buildings and the Warwick Apartments. Arcola Towers, a Housing Opportunities Commission (HOC) owned senior high-rise residential building, is also included in this 87-acre neighborhood, as shown in Figure 23. Built in the late 1960s or early 1970s, these multifamily residential buildings are in the Multiple-Family, high-rise planned residential (RH) Zone and vary in height between 12 and 18 stories.

Figure 23: Neighborhood Key Properties University Towers





Kemp Mill Shopping Center

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

Autumn Lake Healthcare at Arcola, a long-term care nursing home, is located east of Arcola Avenue. Approved as a special exception (CBA 1203) in 1962, this property is adjacent to the Northwood Chesapeake Bay Trail and the Kemp Mill Estates neighborhood. There are several existing approved special exceptions (S-297/S-436/S-2658/CBA-2846) at the University Towers property, an approved special exception at the Warwick Apartments (CBA 2188), and a conditional use (CU 201613) at the Kemp Mill Shopping Center.

The Kemp Mill Shopping Center is a treasured cultural resource for the Kemp Mill community. The shopping center's services, amenities, retail stores, and restaurants, combined with the nearby places of worship, communal gathering spots, schools, recreational facilities, and diverse housing options, create a community that residents greatly value. Many of the businesses and retail establishments in the Shopping Center are locally owned and provide employment for nearby residents.

This Plan recommends new infill residential and non-residential development, via the CRT Zone, for the properties associated with the Kemp Mill Shopping Center, including the Cornerstone Montgomery Inc. office building at 1398 Lamberton Drive. As the Kemp Mill Shopping Center fulfills a critical need in the community, the Plan encourages any new development to retain retail space that serves the needs of the Kemp Mill community. To incentivize retaining the retail space, the Plan recommends:

- A phased redevelopment of the Kemp Mill Shopping Center, that allows existing neighborhood retail to operate and site access to be maintained during redevelopment activities.
- Implementing strategies for retaining existing and attracting new independent retailers that may include incentives to preserve affordable rents, establishing business cooperatives, and building smaller store sizes that could accommodate local businesses.
- Attracting and supporting local retailers and small businesses through loans and technical assistance programs offered by State and County economic development agencies.

Existing access to the Kemp Mill Shopping Center is on a parcel owned by the M-NCPPC (Parcel Tax ID 03358966). In the event of redevelopment, this Plan recommends that the M-NCPPC-owned parcel be exchanged for property adjacent to Kemp Mill Urban Park of an equal or greater size (approximately 20,000 square feet) to augment the functionality of the Kemp Mill Urban Park, while maintaining access to the shopping center site. Additionally, this Plan recommends a privately owned public space, anchored by a range of building heights and a mixture of uses, near the Sligo Creek Trail entrance. New development should explore opportunities to meaningfully connect the privately owned public space, Kemp Mill Urban Park, and the Sligo Creek Trail through new street and trail connections, placemaking, and wayfinding.

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

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

In the long-term, HOC anticipates some potential infill or redevelopment of the Arcola Towers property. An 80-foot private roadway easement, improved with an approximately 25-foot wide driveway, known as the “Access Road,” provides transit service and linkages to multifamily residential properties. This Plan supports the extension of this roadway as a public Town Center street with future development to the Kemp Mill Shopping Center to improve overall circulation within this area. The Plan acknowledges that the dedication of the existing “Access Road” as a public street will be incremental as redevelopment occurs and recommends that each phase of development construct the street as a private street, built to public street standards, with a covenant for future dedication as a public street. The northern terminus of the existing 80-foot easement is located entirely on the Arcola Towers property. As infill or redevelopment of this property is anticipated in the life of this Plan, the Plan recommends that infill or redevelopment of the property construct improvements along its frontage, as well as the travel lanes and street buffers, consistent with the Complete Streets Design Guide. The final alignment of the recommended right-of-way dedication, and improvements by adjoining properties should be determined at the time of redevelopment.

Land Use and Zoning Recommendations

- Rezone the University Towers, Warwick Apartments and Arcola Towers properties from the RH Zone to the CR 2.0 C-0.25 R-2.0 H-200 Zone, as shown in Figures 24 and 25, to permit conforming properties

and the opportunity for infill development that contributes to the Plan's recommended public benefits.

- Rezone the residential townhouses at Northwoods Crossing (11000-11026 Hemingway Court) and the Stonington Woods communities from the RT-12.5 Zone to the TMD Zone as the RT-12.5 Zone cannot be confirmed through the SMA.
- Rezone the Young Israel Shomrai properties at 1128 Arcola Avenue, 1132 Arcola Avenue and the Parkland Swim Club property at 1124 Arcola Avenue from the RT-12.5 Zone and R-60 Zone to the TMD Zone to permit development flexibility between property owners.
- Rezone the Kemp Mill Shopping Center properties, including 1370 Lambertson Drive and 1398 Lambertson Drive, from the Neighborhood Retail (NR) Zone to CRT 1.5 C-0.75 R-1.25 H-70 Zone to promote the Plan's recommended public benefits.
- Rezone the Montgomery Parks properties (1206 Arcola Avenue and Parcel Tax ID 03358966) from the R-90 Zone to CRT 1.5 C-0.75 R-1.25 H-70 Zone to support any potential development with the adjacent commercial property. Should redevelopment of the adjacent commercial property occur, the property owners should explore opportunities to exchange these properties for property of an equal or greater size (approximately 20,000 square feet) to augment the functionality of Kemp Mill Urban Park.
- Rezone the Autumn Lake Healthcare at Arcola property at 901 Arcola Avenue from the R-60 Zone to the CRT 1.5 C-0.5 R-1.25 H-60 Zone.
- Confirm the R-60 Zone for the Yeshiva of Greater Washington property at 1216 Arcola Avenue and the R-90 Zone for the Kemp Mill Urban Park.
- Confirm the detached residential properties, east of Arcola Avenue and within the Plan area, to the R-60 Zone.

Figure 24: Neighborhood Existing Zoning University Towers

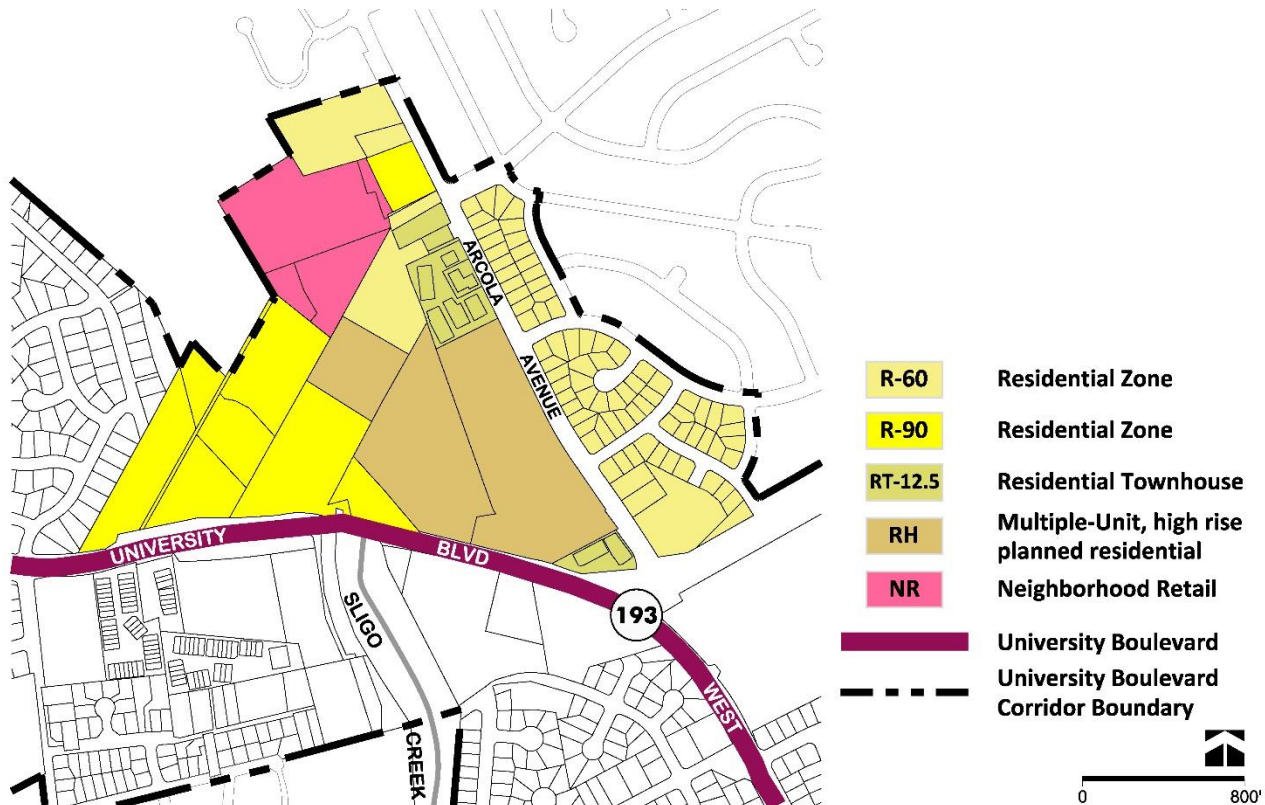
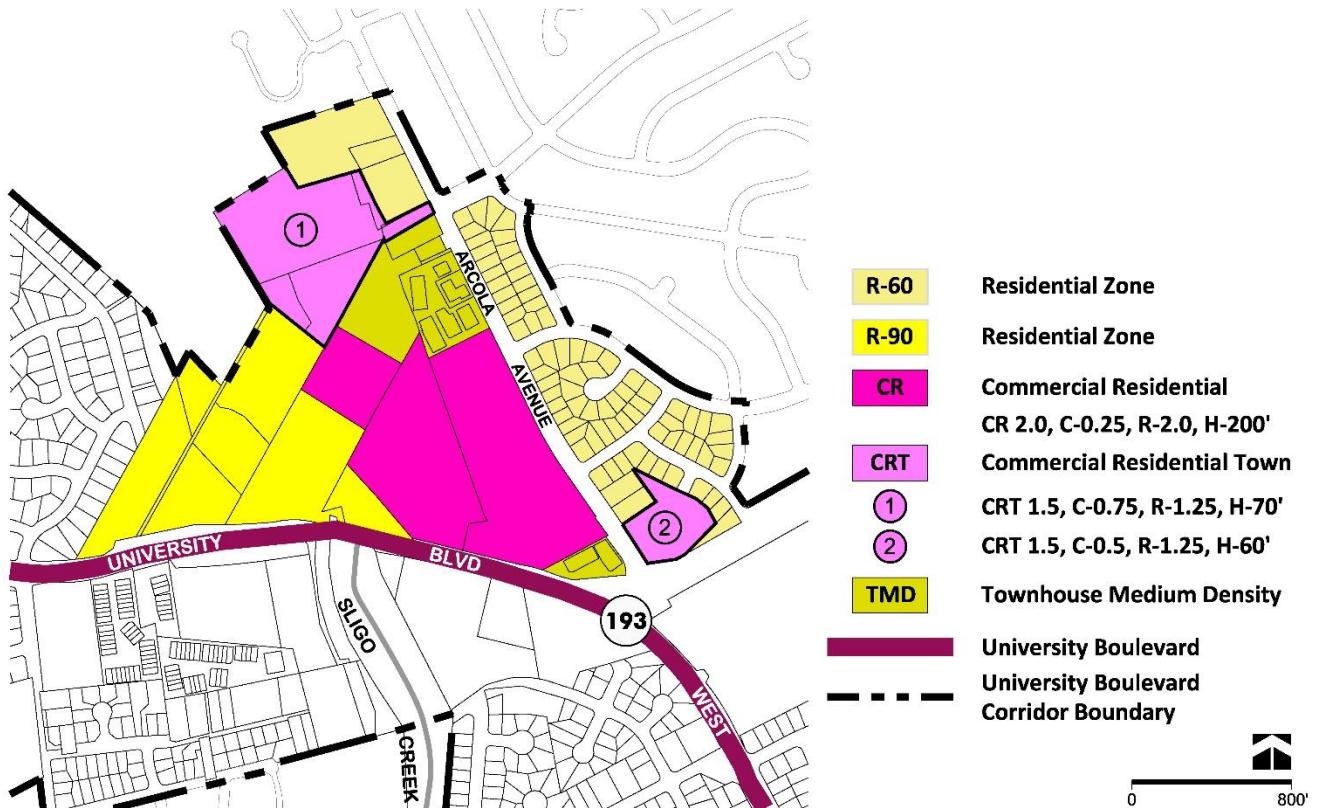


Figure 25: Neighborhood Proposed Zoning University Towers



Urban Design Recommendations

Properties around the planned BRT station at Arcola Avenue and University Boulevard West offer limited opportunities for redevelopment.

The cluster of properties around and including the Kemp Mill Shopping Center have potential for coordinated development to create a new mixed-use neighborhood center. Redevelopment at the shopping center and other properties should consider the following, as shown in Figure 26:

- Establish a compact development pattern of short blocks and internal streets with enhanced streetscape to promote pedestrian activity between the surrounding community and the new center.
- Explore a mix of uses that includes retail and a broad range of residential unit types, including attached and multifamily development, to serve different needs and income levels.
- 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.
- If the Kemp Mill Shopping Center redevelops, provide a minimum 0.75-acre privately owned public space, consistent with a neighborhood green on the larger shopping center parcels, near the Sligo Creek Trail entrance. Explore placemaking opportunities on the shopping center property to incorporate public art and wayfinding, and to consider activation strategies for the recommended neighborhood green.

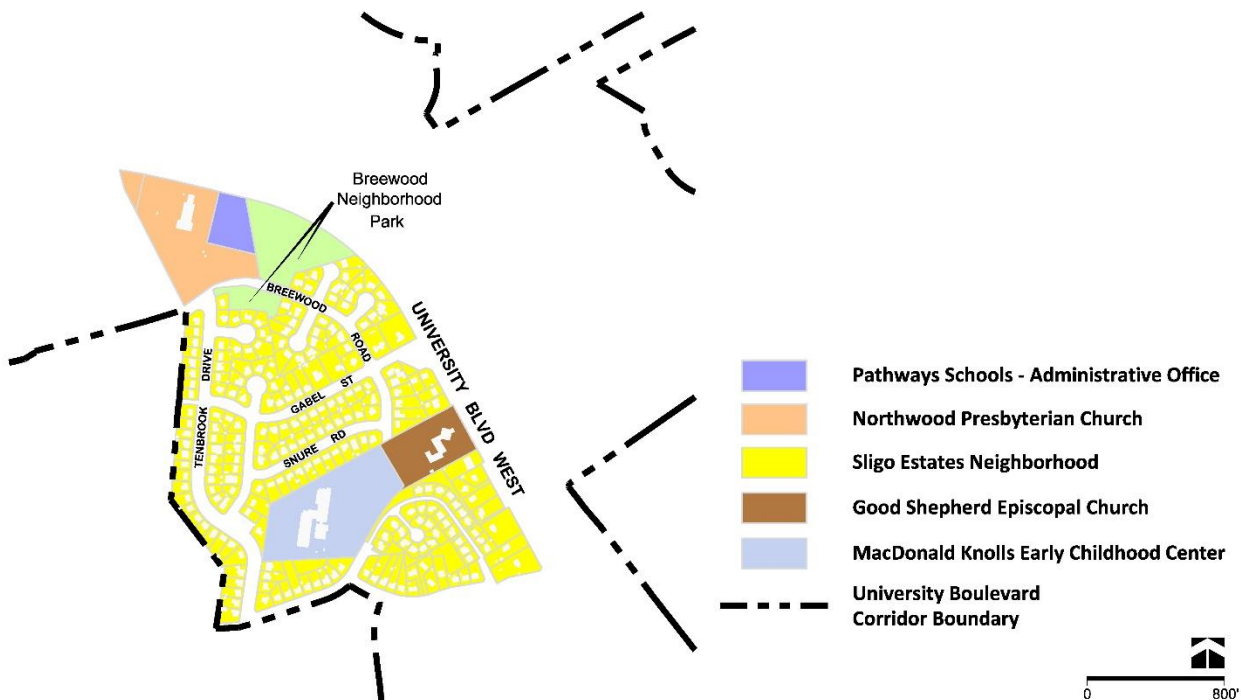
Figure 26: Urban Design University Towers [Figure to be Updated with Planning Board Draft]



BREWOOD PARK NEIGHBORHOOD

Northwood Presbyterian Church, Good Shepherd Episcopal Church and MacDonald Knolls Early Childhood Center are key institutional properties in this 64-acre neighborhood, as shown in Figure 27. Both religious institutions have expressed redevelopment interests to provide new residential development and religious uses on their properties. All properties in this neighborhood are in the R-60 Zone and were included in the 2001 *Kemp Mill Master Plan*.

Figure 27: Neighborhood Key Properties Breewood Park



The Breewood Neighborhood Park is five acres of primarily forest at the southwest intersection of Arcola Avenue and University Boulevard West. A portion of the Northwood Chesapeake Bay Trail traverses the park and continues to the state-owned land northeast of the Arcola Avenue and University Boulevard West intersection. The trail also connects to the Sligo Creek Trail southeast of the park.

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

Land Use and Zoning Recommendations

- Rezone the Northwood Presbyterian Church properties at 1200 University Boulevard West and the property at 1106 University Boulevard West from the R-60 Zone to the CRT 1.5 C-0.25 R-1.5 H-70 Zone, as shown in Figures 28 and 29, to promote new infill development and to further the Plan's public benefits.
- 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

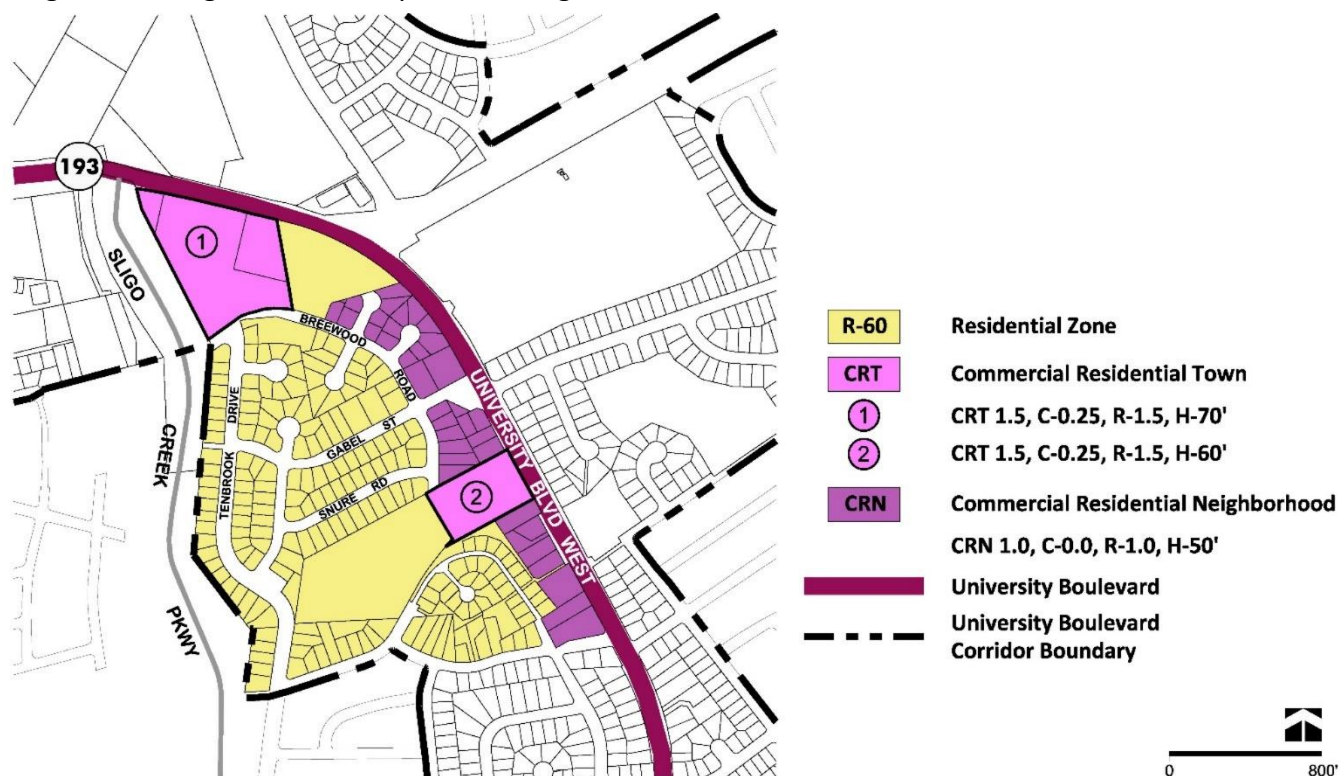
and management of the trail by Montgomery Parks between Sligo Creek Stream Valley Park and Breewood Neighborhood Park.

- Rezone the Good Shepherd Episcopal Church at 818 University Boulevard West from the R-60 Zone to CRT 1.5 C-0.25 R-1.5 H-60 Zone to support the Plan's recommendations to promote infill development on institutional properties.
- Rezone the detached residential properties as shown in Figures 28 and 29.

Figure 28: Neighborhood Existing Zoning Breewood Park



Figure 29: Neighborhood Proposed Zoning Breewood Park



Urban Design Recommendations

Properties at 1200 and 1106 University Boulevard West, including Northwood Presbyterian Church, have the potential for significant redevelopment that would enhance the vicinity of the planned BRT station at Arcola Avenue. Corridor-fronting residential properties east of Breewood Neighborhood Park also have potential for adding residential units that can also support transit ridership at this location. Redevelopment at these locations should:

- Explore mixed-use development at 1200 and 1106 University Boulevard West that creates active frontages along University Boulevard, extends connectivity north through the Access Road along University Towers, and includes a mix of uses including residential and public open space.
- 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.
- Establish a public paved surface trail or similar connection between University Boulevard West and the paved Sligo Creek Trail through the Northwood Presbyterian Church property, with redevelopment.
- Promote small-scale multifamily development at corridor fronting residential properties.

NORTHWOOD NEIGHBORHOOD

Located east of the Northwood Chesapeake Bay Trail and Hannes Street, the Northwood neighborhood, shown in Figure 30, includes several institutional properties including Northwood High School, Forest Knolls Elementary School, Luther Rice Memorial Baptist Church, and Young Israel Shomrai Emunah as well as the Forest Knolls Neighborhood.

Figure 30: Neighborhood Key Properties Northwood

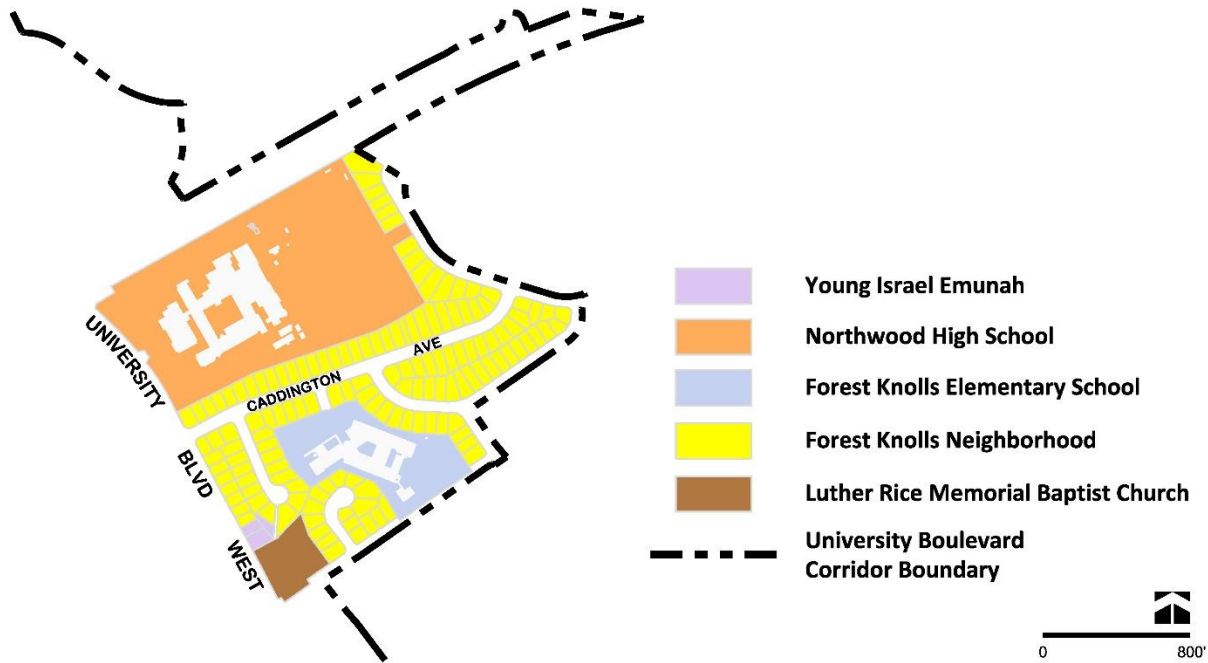


Figure 31: Neighborhood Existing Zoning Northwood

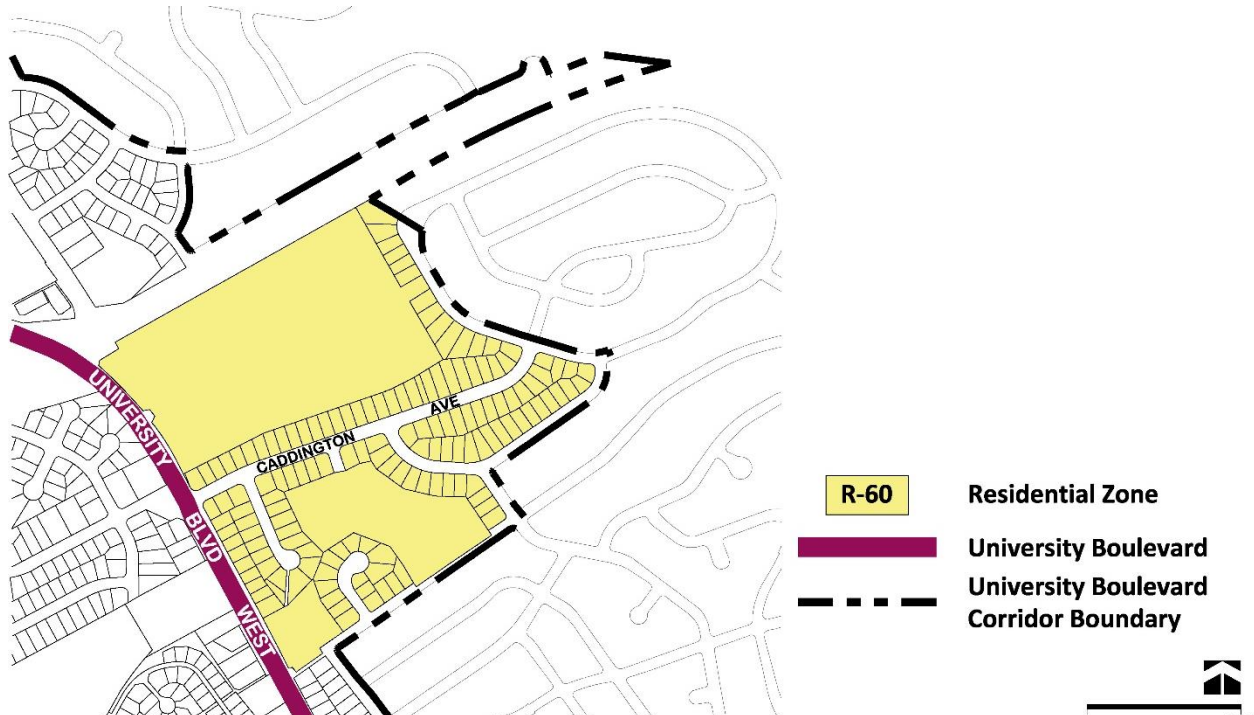
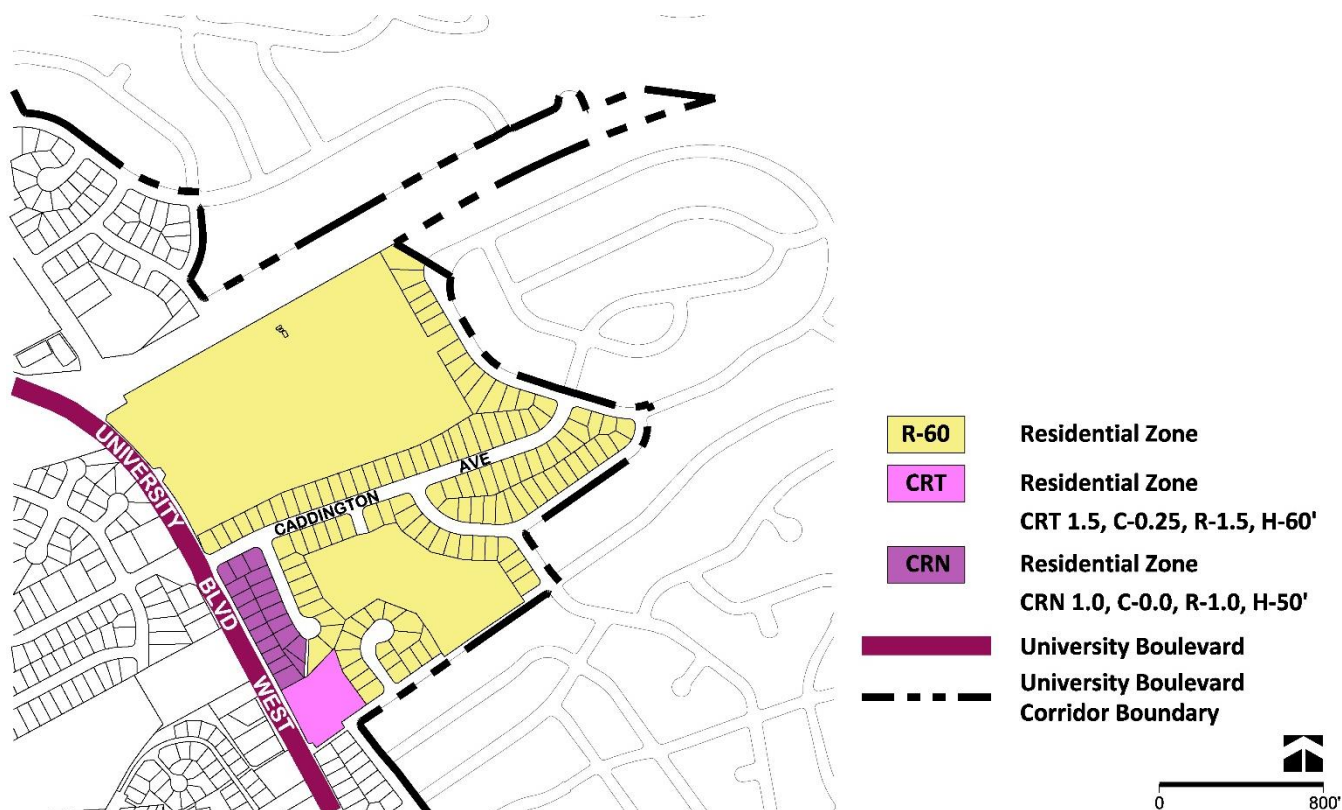


Figure 32: Neighborhood Proposed Zoning Northwood



Northwood High School, located on nearly 30-acres between the Northwood Chesapeake Bay Trail and Caddington Avenue, is under construction and planned to serve approximately 2,700 students upon completion. The facility will include building approximately 159,000 square feet in size, as well as athletic fields including a football field, tennis courts, basketball courts, a softball field, and a baseball field. Forest Knolls Elementary School is located on approximately 8 acres accessed from Caddington Avenue.

This Plan recommends confirming the R-60 Zone for the Northwood High School and Forest Knolls Elementary School sites and rezoning the Luther Rice Memorial Baptist Church property to the CRT Zone to promote new infill development, as shown in Figures 31 and 32. A range of residential developments, including duplexes and other attached units, are recommended for the detached residential properties located between University Boulevard and Whittington Terrace.

- Confirm the R-60 Zone for Northwood High School and Forest Knolls Elementary School.
- Rezone Luther Rice Memorial Baptist Church at 801 University Boulevard West from the R-60 Zone to the CRT 1.5 C-0.25 R-1.5 H-60 Zone to promote new infill development and to further the Plan's public benefits.
- Rezone Young Israel Shomrai Emunah at 811 and 813 University Boulevard West as well as the detached residential properties as shown in Figures 31 and 32.

DENNIS AVENUE DISTRICT

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

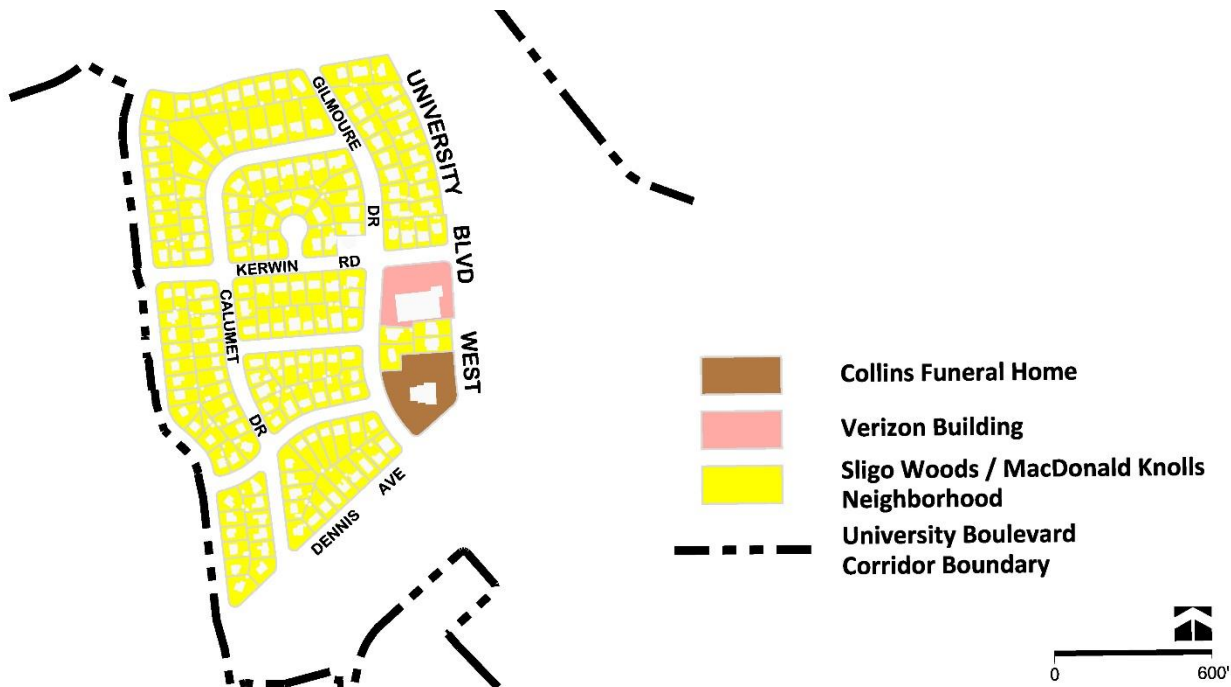
SLIGO WOODS NEIGHBORHOOD

Collins Funeral Home, a Verizon utility building, and detached residential properties in the Sligo Woods neighborhood are in this 27-acre neighborhood shown in Figure 33. The Collins Funeral Home property is in the R-200 Zone and other properties are in the R-60 Zone. Collins Funeral Home (CBA 2117) and the Verizon (S-15) property are approved special exceptions in this area. The 2001 *Kemp Mill Master Plan* confirmed residential zones for these properties and made no specific land use recommendations.



Collins Funeral Home

Figure 33: Neighborhood Key Properties Sligo Woods



As shown in Figures 34 and 35, this Plan recommends the CRT Zone as an appropriate zone to promote new infill development for properties between Kerwin Road and Dennis Avenue, including the four detached residential properties near the planned BRT station. A range of residential developments, including duplexes and other attached units, are recommended for this area. New infill development, which is recommended to be primarily residential, must transition to the existing detached dwellings along Gilmore Drive. As a public

utility use, the Verizon property might not redevelop in the long-term. Existing underground cables on the Verizon property, including along the University Boulevard frontage, will make redevelopment challenging.

Land Use and Zoning Recommendations

- Rezone the Collins Funeral Home property at 500 University Boulevard West from the R-200 Zone to the CRT 1.5 C-0.5 R-1.25 H-60 Zone.
- Rezone the Verizon substation and four detached residential properties, 10311-10317 Gilmore Drive, from the R-60 Zone to the CRN 1.0 C-0.0 R-1.0 H-50 Zone to promote redevelopment near planned BRT.
- Rezone the detached residential properties as shown in Figures 34 and 35.

Figure 34:
Neighborhood Existing Zoning Sligo Woods

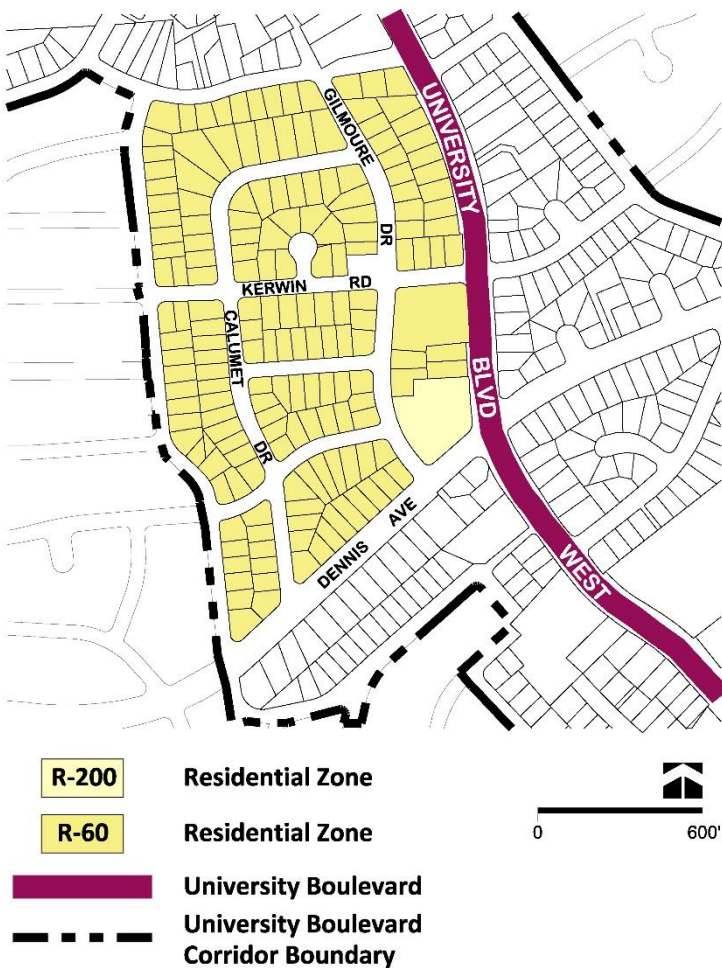
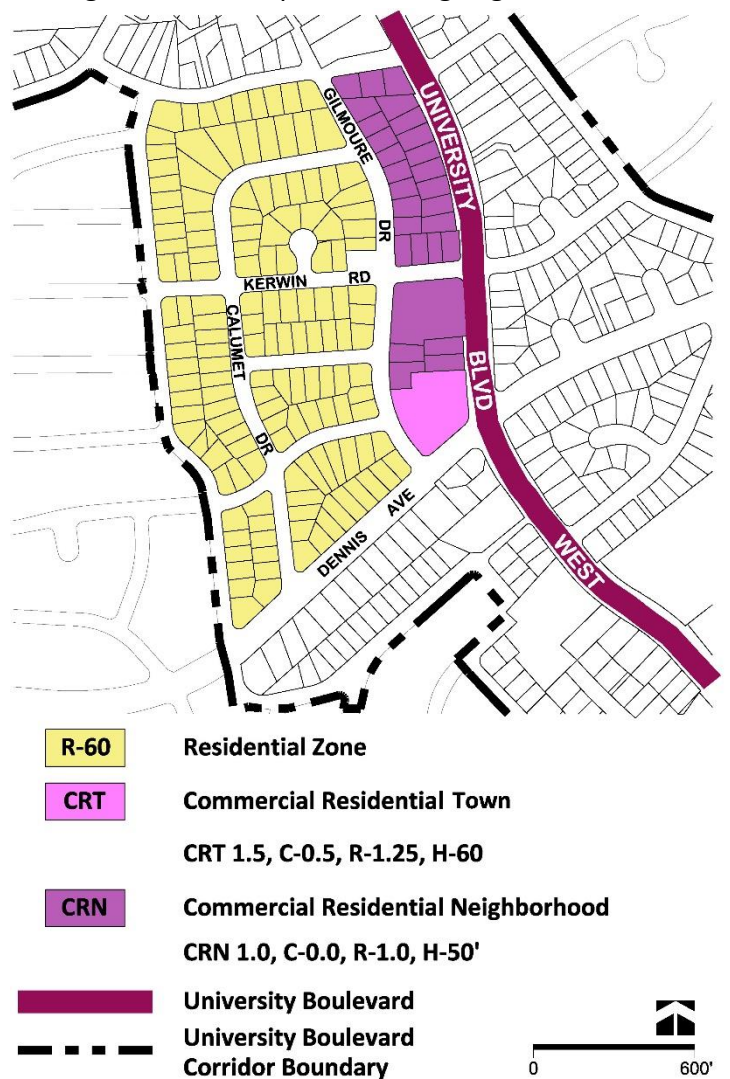


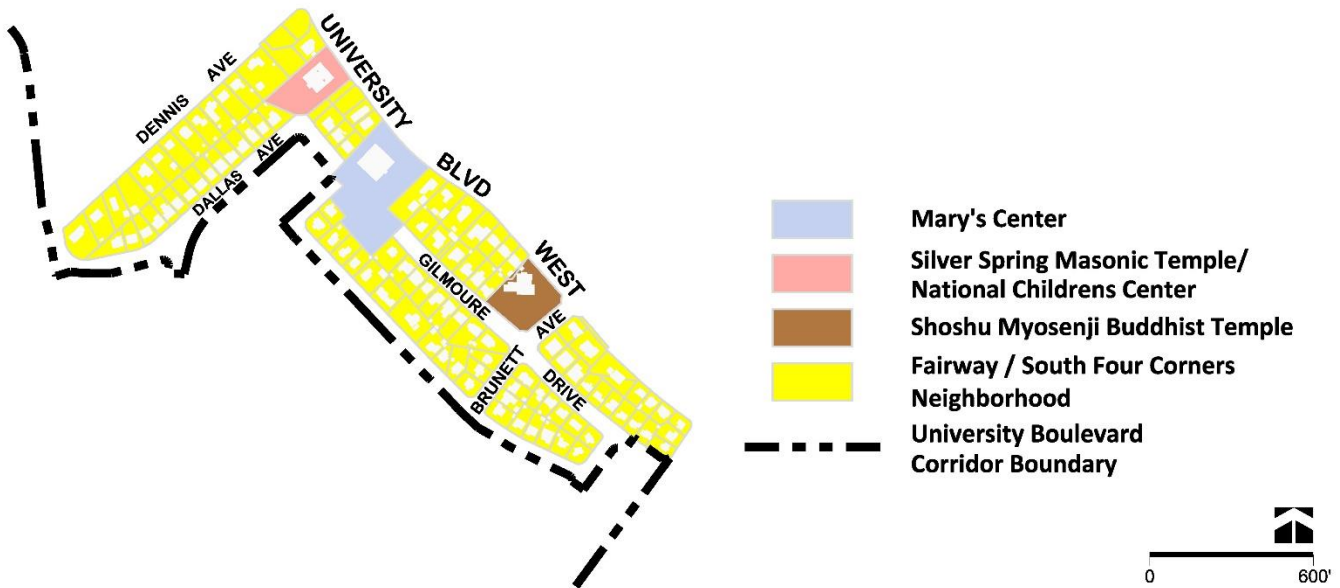
Figure 35:
Neighborhood Proposed Zoning Sligo Woods



MARY'S CENTER NEIGHBORHOOD

This 21-acre area, shown in Figure 36, includes a range of detached residential dwellings and non-residential buildings, including Nichiren Shoshu Myosenji, a Buddhist Temple; Mary's Center, a community health center; and Silver Spring Masonic Temple/National Childrens Center. Mary's Center (CBA 1544) and Silver Spring Masonic Temple/National Childrens Center (S-763) are approved conditional uses, formerly special exceptions. Three parcels at 400 University Boulevard West are in the EOF 1.5 H-60 Zone, and the remaining residential and religious institutional properties are in the R-60 Zone. The 1996 *Four Corners Master Plan* addressed this area but made no specific recommendations.

Figure 36: Neighborhood Key Properties Mary's Center



- This Plan recommends a consistent land use approach, via the CRT Zone, for existing residential and non-residential properties that would permit new infill development near the planned BRT station at Dennis Avenue, as shown in Figures 37 and 38.
- Three vacant parcels and a detached dwelling at the southwest intersection of University Boulevard and Dennis Avenue are under common ownership and offer an opportunity to redevelop with primarily residential uses, including attached and multifamily development. New residential development at this location will serve as a gateway feature to this area.
- Mary's Center provides county residents with healthcare, education, and social services. This Plan supports the CRT Zone for the property since it permits the existing use and provides more flexibility if the property is redeveloped in the future. If the property completely redevelops, this Plan supports a new pedestrian or bikeway extension of Greenock Road to University Boulevard or the extension of Gilmore Drive.
- The Nichiren Shoshu Myosenji Temple, located at Brunett Avenue and University Boulevard, is a religious institutional property along the corridor. This Plan supports the future evaluation of the Temple for listing as a Master Plan Historic Site, with the potential for adaptive reuse. If the Temple was to be removed, appropriate redevelopment for the site includes attached units such as duplexes or townhouses.

Figure 37: Neighborhood Existing Zoning Mary's Center

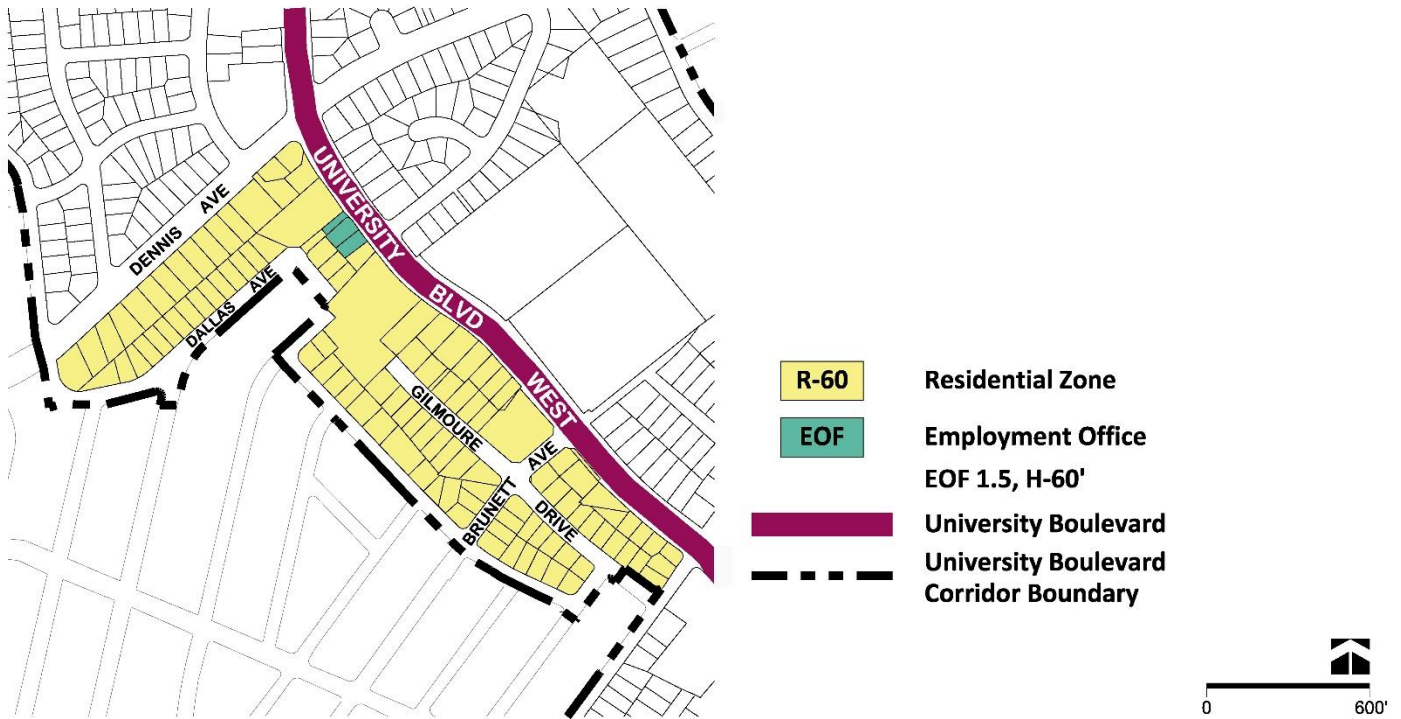
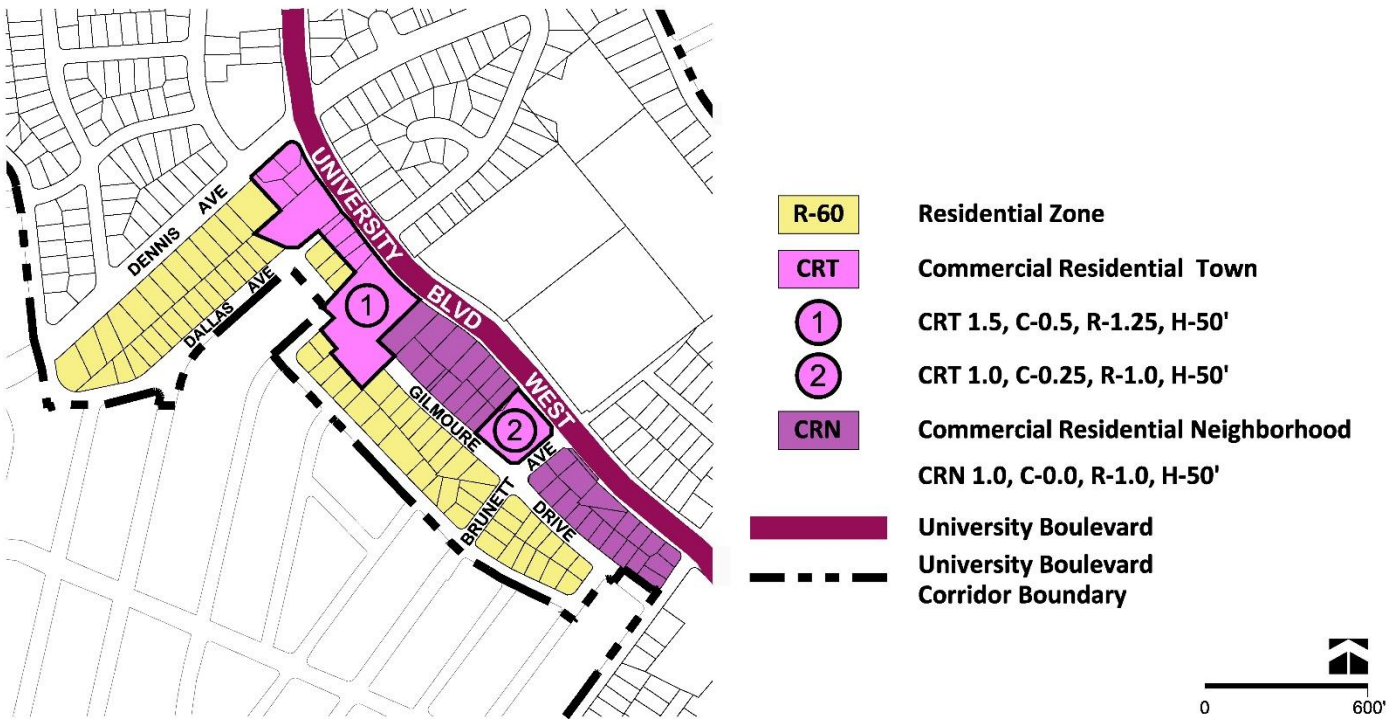


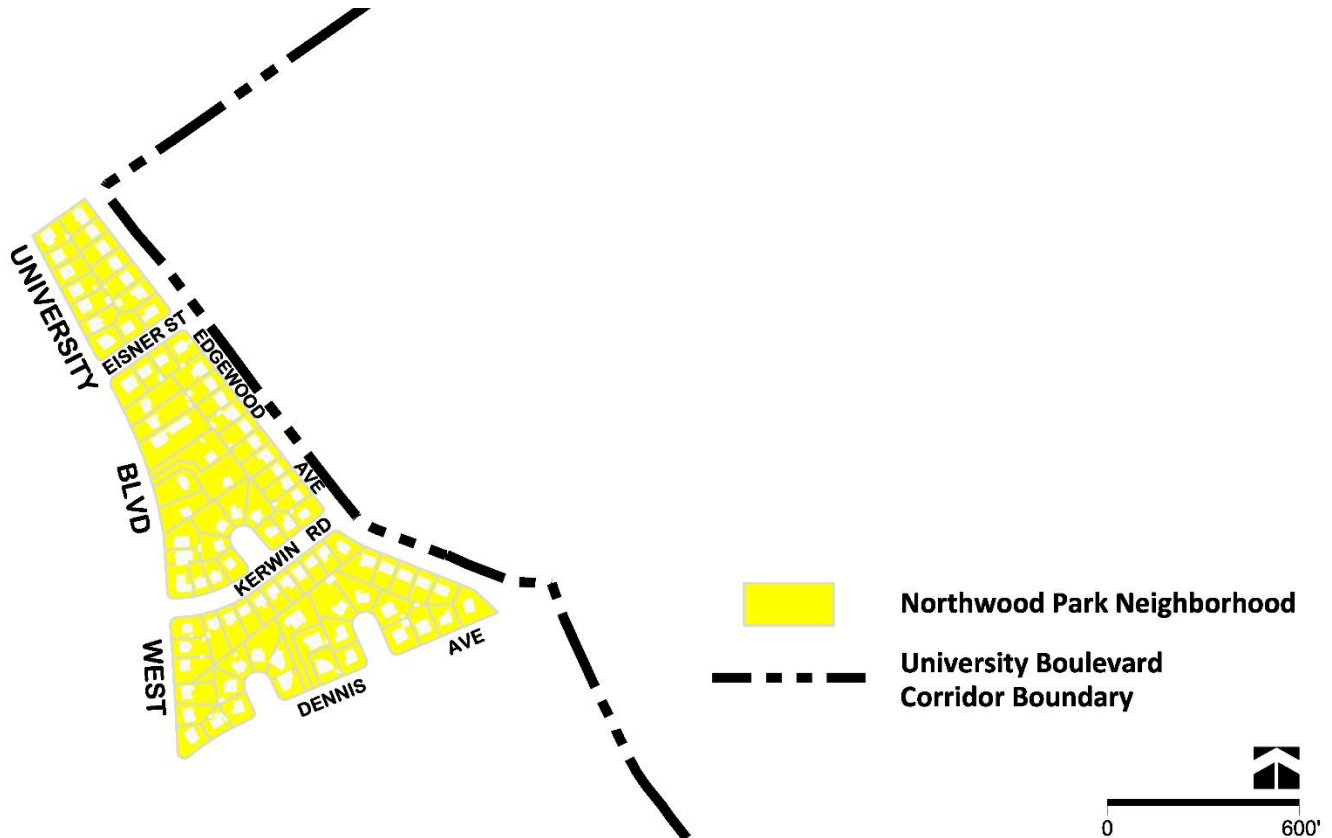
Figure 38: Neighborhood Proposed Zoning Mary's Center



NORTHWOOD PARK NEIGHBORHOOD

The Northwood Park Neighborhood, shown in Figure 39, is located east of University Boulevard, west of Edgewood Avenue, south of Hannes Street, and north of Dennis Avenue. The neighborhood includes detached residential uses. This Plan recommends a range of residential uses, including duplexes and other attached units in this neighborhood, particularly given the proximity to the planned BRT at the intersection of University Boulevard and Dennis Avenue.

Figure 39: Neighborhood Key Properties Northwood Park



- Rezone the detached residential properties from the R-60 Zone to the CRN 1.0 C-0.0 R-1.0 H-50 Zone, as shown in Figures 40 and 41.

Figure 40: Neighborhood Existing Zoning Northwood Park

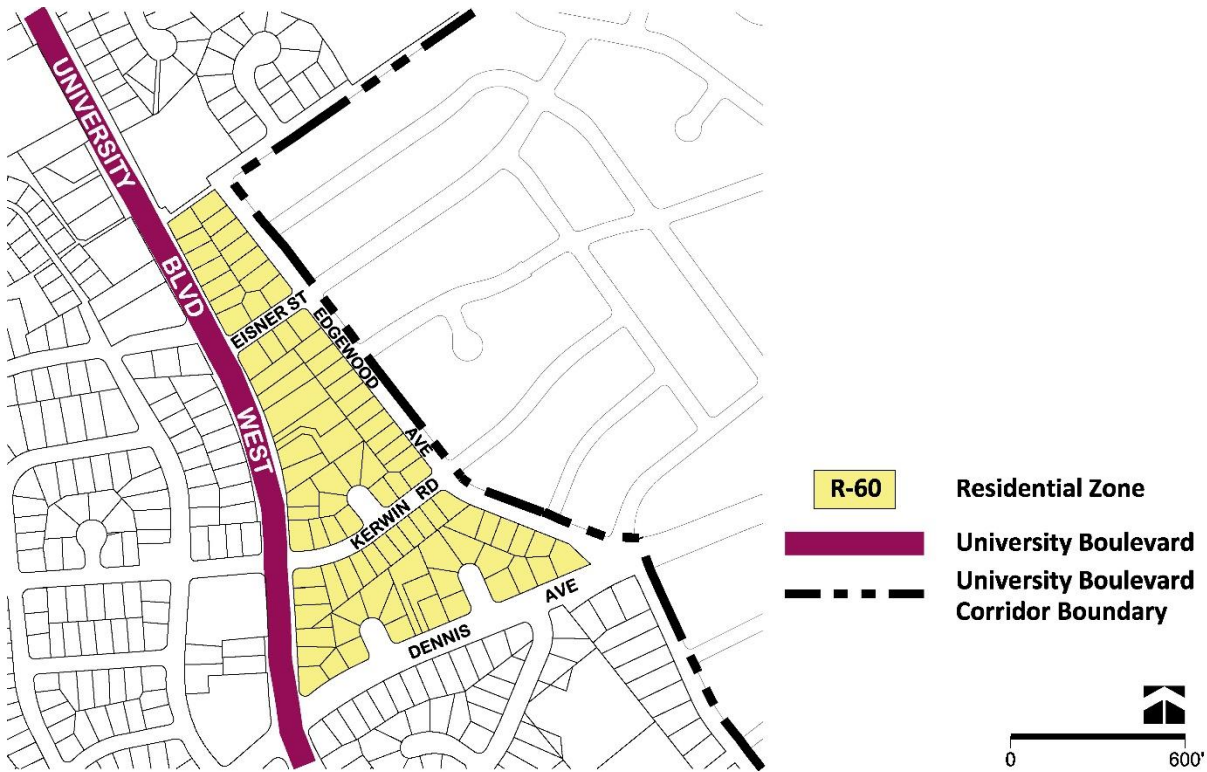
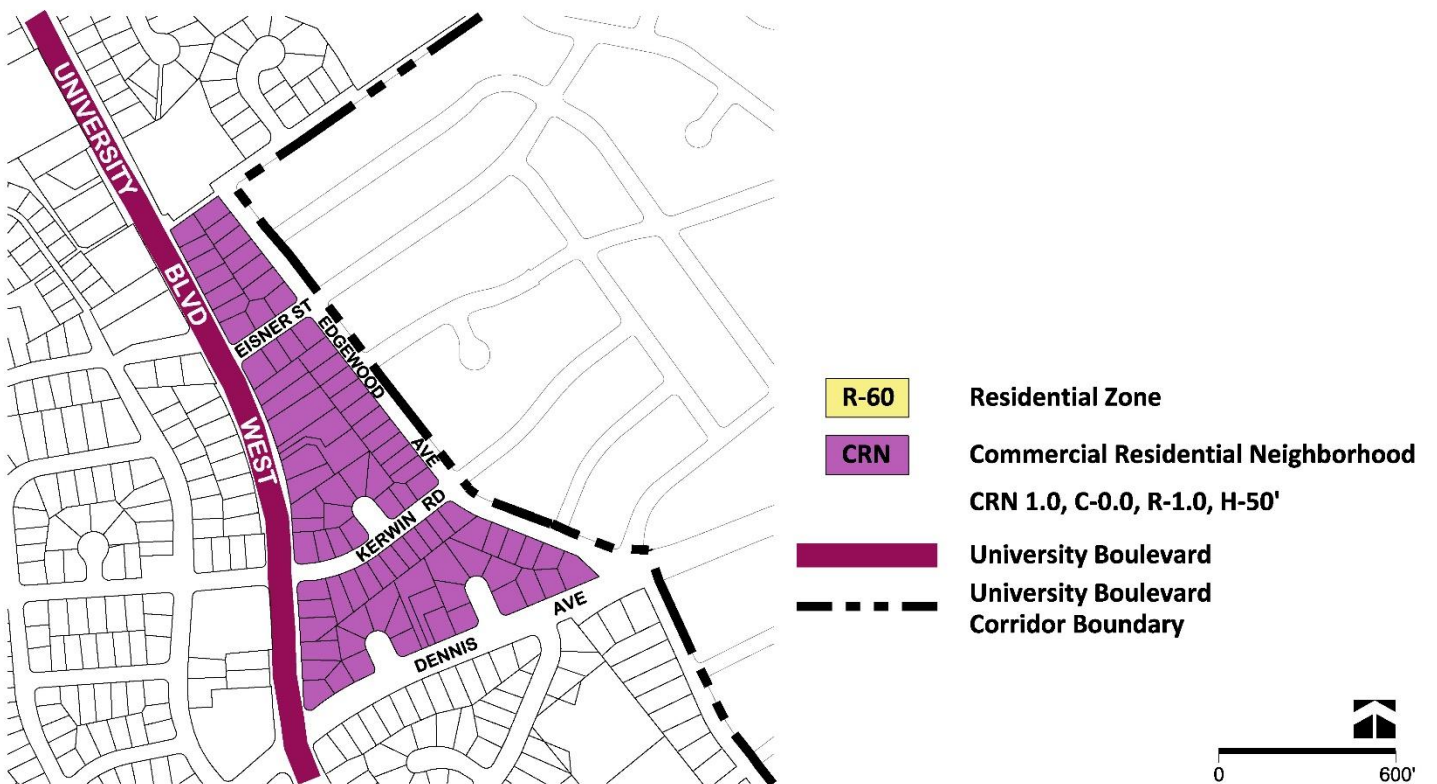


Figure 41: Neighborhood Proposed Zoning Northwood Park



NORTH FOUR CORNERS NEIGHBORHOOD

The North Four Corners neighborhood, shown in Figure 42, includes the Northwood Four Corners residential neighborhood, North Four Corners Local Park, and the Oaks at Four Corners, an HOC-owned 121-unit senior multifamily residential building. The North Four Corners Local Park is a 13.9-acre M-NCPPC park with rectangular athletic fields for sports including soccer, lacrosse, and football; an accessible basketball court and tennis courts; playgrounds; paved trail connections throughout the park; and a large open lawn area. Residential development in this neighborhood dates to the 1930s, and all properties are in the R-60 Zone.

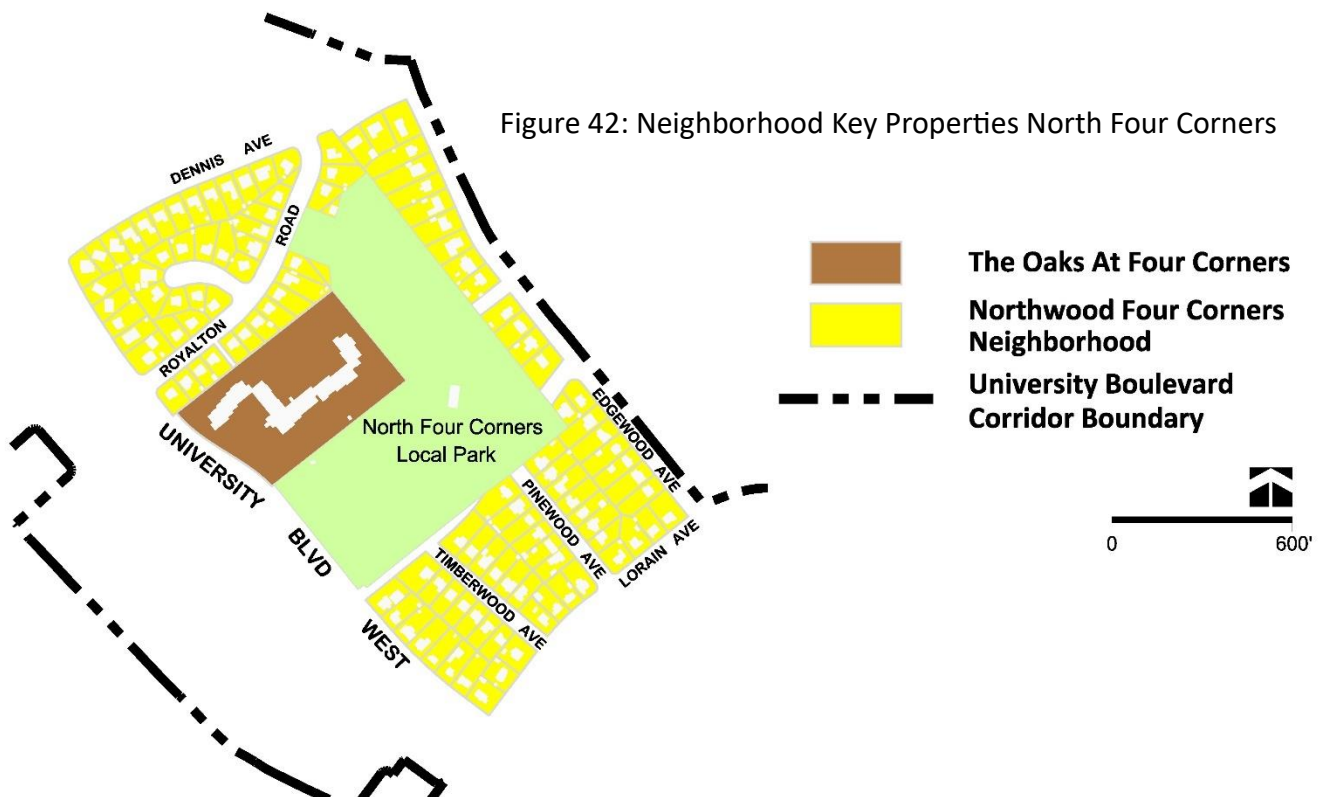
Built in 1986, HOC anticipates long-term potential redevelopment for the Oaks at Four Corners property. This Plan supports new residential infill development on the HOC property providing additional housing opportunities and complementing the adjacent public park. New residential unit types, including attached and multifamily residential, are recommended for the property.



The Oaks at Four Corners



North Four Corners Local Park



Land Use and Zoning Recommendations

- Rezone the HOC property from the R-60 Zone to the CRT 1.5 C-0.25 R-1.5 H-70 Zone, as shown in Figures 43 and 44, to further the Plan's recommended public benefits, including affordable housing and public open space.
- 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. In addition to the contribution, redevelopment should improve connections to and engage North Four Corners Local Park.
- Rezone the detached residential properties as shown in Figures 43 and 44.

Figure 43:
Neighborhood Existing Zoning North Four Corners

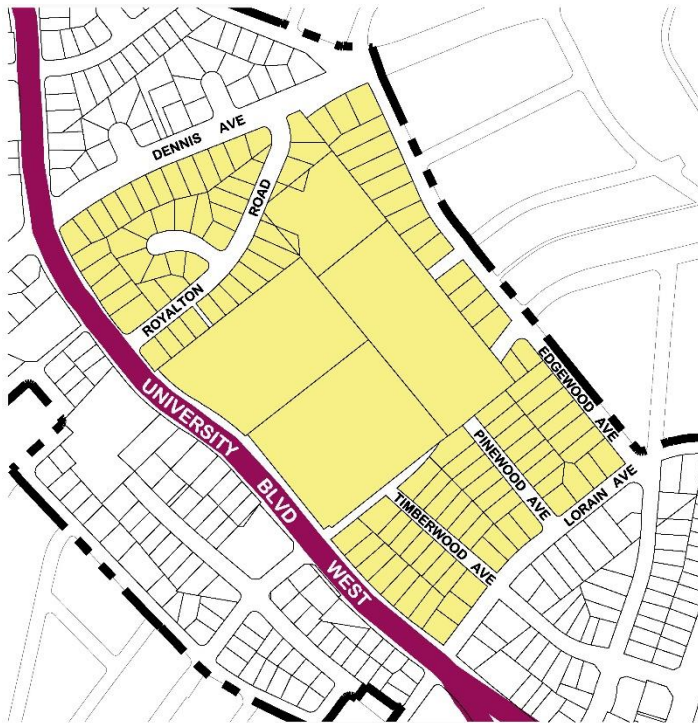
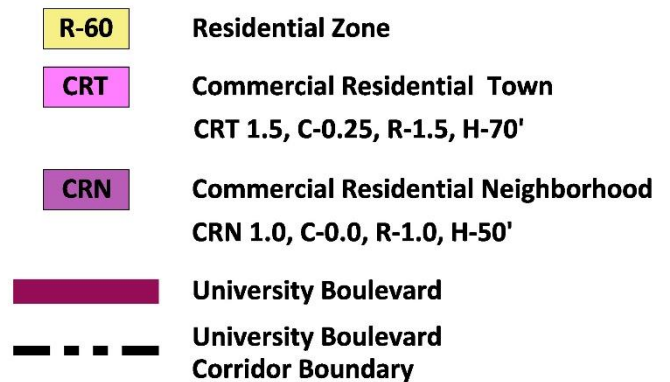
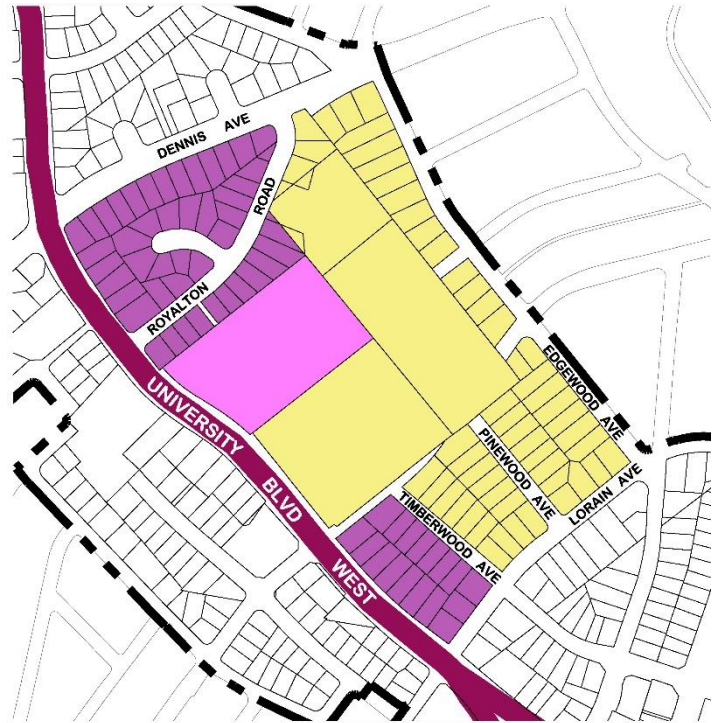


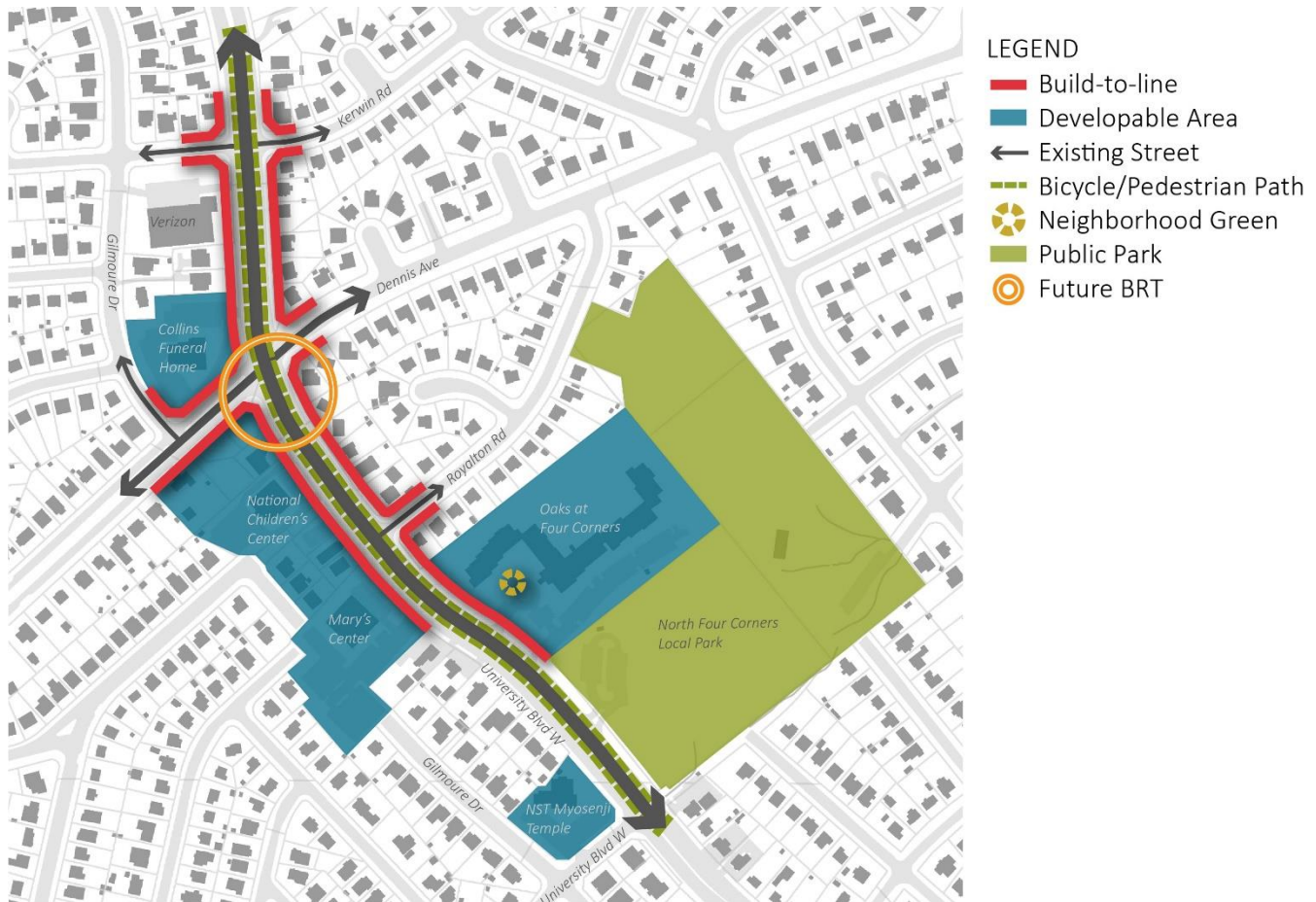
Figure 44:
Neighborhood Proposed Zoning North Four Corners



Urban Design Recommendations

- Provide a range of residential unit types, including attached and multifamily development on the HOC property.
- New development building heights must transition to the existing detached properties along Royalton Road.
- New development must also engage and complement North Four Corners Local Park, as shown in Figure 45.
- Where possible, relocate vehicular access from University Boulevard to intersecting or parallel streets to promote safety for people walking, rolling, biking, taking transit, and driving along University Boulevard West. Where University Boulevard West provides the only site frontage, consolidate vehicular access.

Figure 45: Urban Design North Four Corners



FOUR CORNERS DISTRICT

Four Corners serves as the commercial center of the intersection of University Boulevard and Colesville Road, including a portion of University Boulevard as a one-way couplet. A one-way couplet is a pair of parallel one-way streets that allow traffic to move in opposite directions. Commercial businesses, including a McDonald's, a Papa John's Pizza, and a 7-Eleven convenience store are located on the island northwest of Colesville Road and University Boulevard. Most of the quadrants in Four Corners have single-use commercial businesses, including the 4 Corners Pub and a Shell gas station and the Woodmoor Shopping Center, a two-level commercial center, is located southeast of the intersection.

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

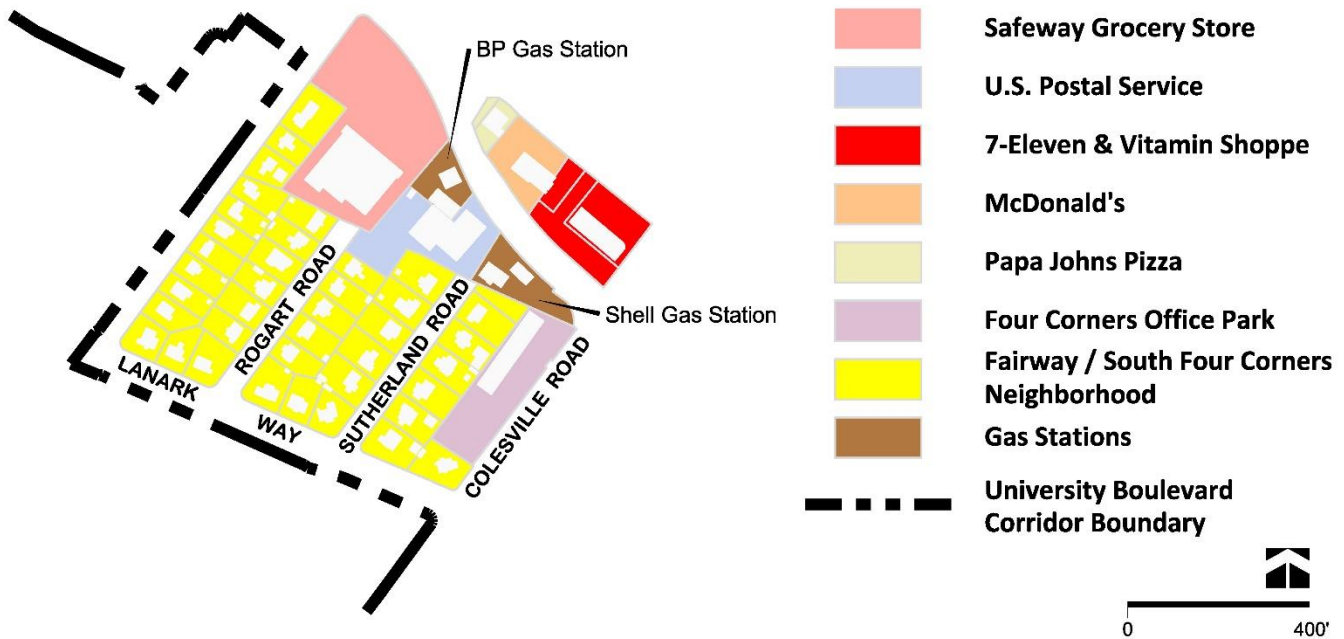
FOUR CORNERS WEST NEIGHBORHOOD

Commercial properties, including a Safeway grocery store, a Postal Office property, two automotive filling stations, and a small office park are in this 14-acre neighborhood, shown in Figure 46. Commercial properties in this area are in the Commercial Residential Town (CRT) and Commercial Residential Neighborhood (CRN) Zones. Detached residential properties in this neighborhood are in the R-60 Zone. This neighborhood includes a portion of University Boulevard's one-way couplet, a key feature of the Four Corners area.



Existing Safeway

Figure 46: Neighborhood Key Properties Four Corners West



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

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

The Safeway grocery store, which is approximately 19,000 square feet in size, can redevelop with new mixed-use infill development. A new buildable block pattern on the Safeway property is recommended to promote more circulation and walkability and a minimum $\frac{1}{4}$ acre neighborhood green should be implemented as a privately owned public space when the property redevelops. An existing long-term lease on the property will likely influence any redevelopment of the Safeway property.

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

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

Land Use and Zoning Recommendations

- Rezone the commercial properties (2 University Boulevard West, 22 University Boulevard West, 106 University Boulevard West, 108 University Boulevard West and 10040 Colesville Road) in the median of University Boulevard West from the CRT-2.25 C-1.5 R-0.75 H-45 Zone to CRT 2.5 C-1.5 R-1.5 H-75 Zone to promote the Plan's recommended public benefits, as shown in Figures 47 and 48.
- Rezone the Safeway Shopping Center property at 116 University Boulevard West from the R-60 Zone and CRT 1.5 C-1.5 R-0.5 H-45 Zone to the ~~CRT 2.0 C-1.5 R-1.5 H-60~~ CRT 3.0, C-1.5, R-2.5, H-100 Zone to promote mixed-use development that contributes to the recommended public benefits.
- Rezone the U.S. Postal Service property at 110 University Boulevard West from the CRT 1.5 C-1.5 R-0.5 H-45 Zone to the ~~CRT 2.25 C-1.5 R-2.0 H-60~~ CRT 2.25, C-1.5, R-1.5, H-75 Zone that promotes the Plan's recommended public benefits.
- Rezone the Four Corners Office Park property from the R-60 Zone and CRN 0.5 C-0.5 R-0.25 H-35 Zone to the CRN 0.5 C-0.5 R-0.5 H-40 Zone to remove split zoning of the property.
- Rezone the property at 10000 Colesville Road from the R-60 Zone to the ~~CRN 1.0 C-0.0 R-1.0 H-40~~ CRN 0.5 C-0.5 R-0.5 H-40 Zone.
- Rezone the BP automotive service center property at 112 University Boulevard West from the CRT 2.25 C-1.5 R-0.75 H-45 Zone to CRT 2.25 C-1.5 R-1.5 H-75 Zone to support the recommended public benefits.
- Rezone the Shell gas station property at 100 University Boulevard West from the CRT 1.5 C-1.5 R-0.5 H-45 Zone to the ~~CRT 2.25 C-1.5 R-1.5 H-60~~ CRT 2.25, C-1.5, R-1.5, H-75 Zone to support the Plan's recommended public benefits.
- Rezone the detached residential properties as shown in Figures 47 and 48.

Figure 47: Neighborhood Existing Zoning Four Corners West

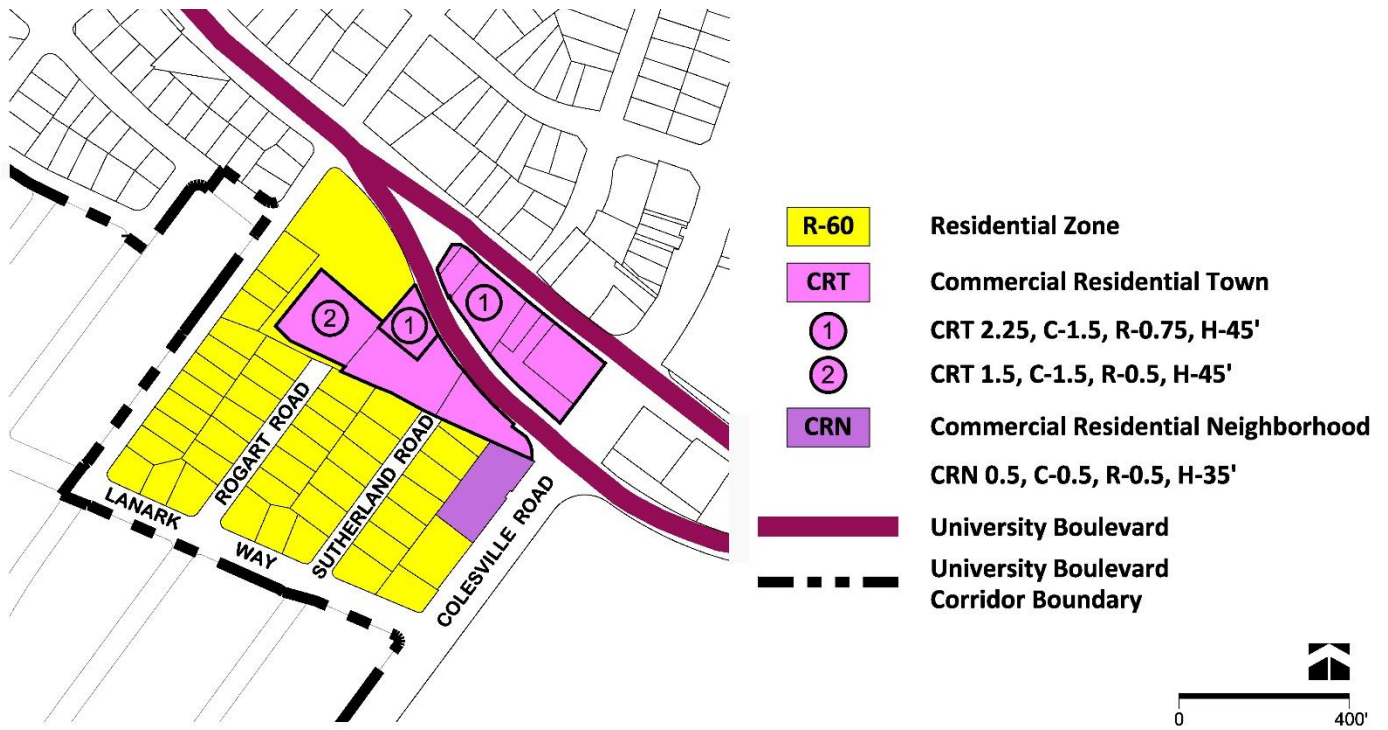
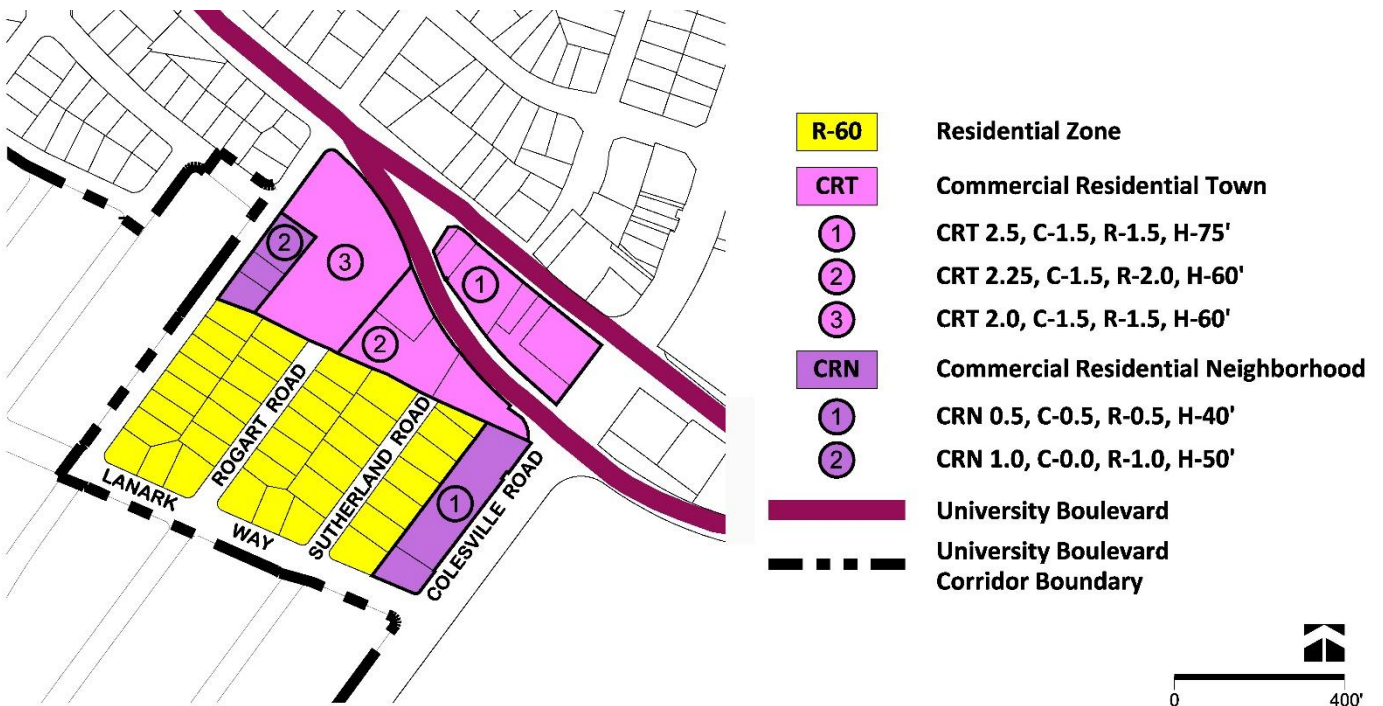


Figure 48: Neighborhood Proposed Zoning Four Corners West [Figure to be Updated with Planning Board Draft]



Urban Design Recommendations

- Encourage property assembly of the single-use commercial properties in this neighborhood to create a consistent block pattern that facilitates a new street network or linear open spaces that promote new development opportunities.
- Concentrate taller buildings towards University Boulevard and lower building heights towards existing detached residential properties.
- Locate structured parking, either above or below grade, that minimizes street exposures.
- With future redevelopment of the Safeway grocery store, provide a minimum 0.25-acre privately owned public space, consistent with the characteristics of a neighborhood green.
- If properties are redeveloped individually, the following design parameters must be considered:
 - Ensure consistent building frontages for new development.
 - Incorporate a visual landmark or public art that contributes to creating a sense of place.
- Redevelopment should incorporate frontage zone improvements, such as building entrances, street furniture, sidewalk cafés, retail displays, landscaping, or other items— as determined through the regulatory review process—on property outside the public right-of-way along the southern edge of eastbound University Boulevard.

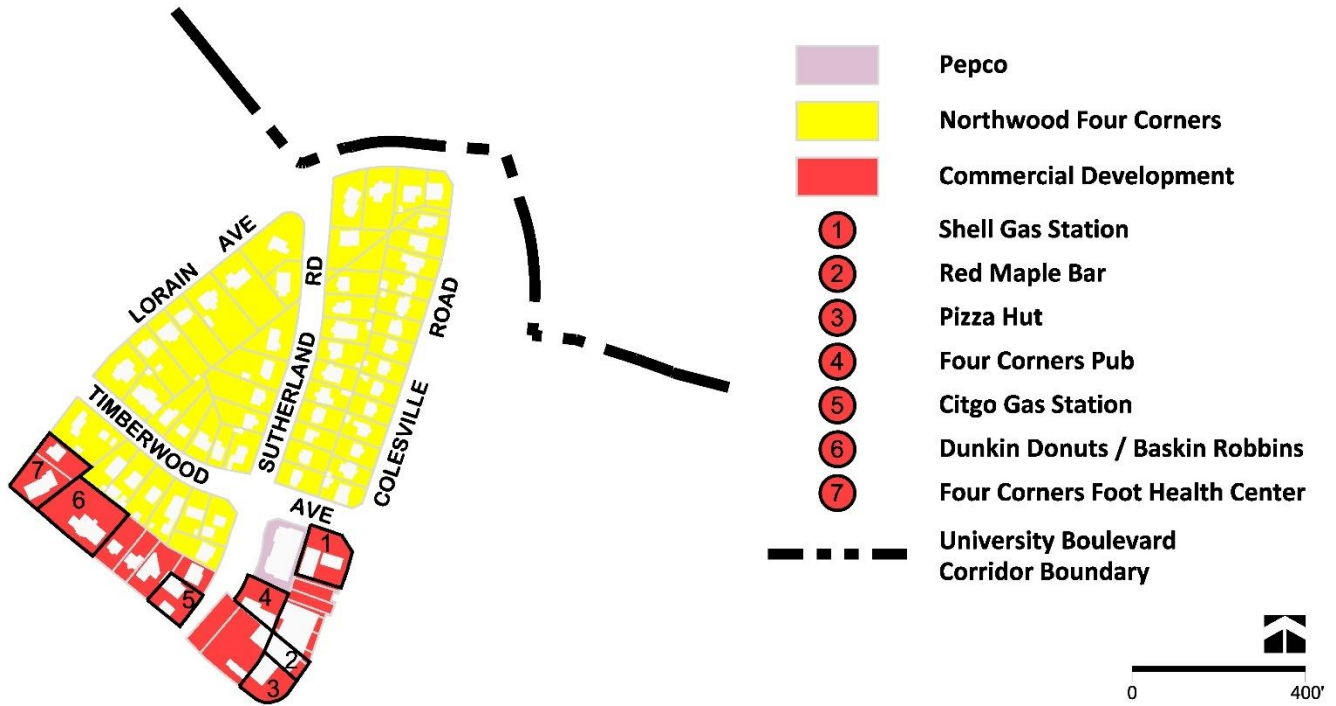
FOUR CORNERS NORTH NEIGHBORHOOD

Located east of University Boulevard West, between Lorain Avenue and Timberwood Avenue, and northeast of Colesville Road, this 12-acre neighborhood, shown in Figure 49, includes several small-scale commercial businesses and detached residential properties. Two automotive gas stations (Shell and Citgo), a Pepco substation, a Dunkin' Baskin-Robbins and the 4 Corners Pub are in this area. An existing Flash BRT station is located along the northeastern frontage of Colesville Road (U.S. 29), adjacent to the southbound travel lanes.



Four Corners Existing Retail

Figure 49: Neighborhood Key Properties Four Corners North



Commercial properties are primarily in the CRT Zone and the three properties near the intersection of University Boulevard and Lorain Avenue, including the Baskin-Robbins property, are in the EOF zone, as shown in Figure 50. Detached residential properties along Colesville Road, Timberwood Avenue and Sutherland Road are in the R-60 Zone. There are smaller commercial properties along University Boulevard, between Lorain Avenue and Sutherland Road, which are similar to the size of residential detached properties in the area.

This Plan supports the redevelopment of existing single-use commercial properties in this area into mixed-use properties, which will complement the existing and proposed BRT stations along Colesville Road and University Boulevard, respectively. Several properties in this area have some common ownership, while others, such as the 4 Corners Pub at 10111 Sutherland Road and the Shell Gas Station at 10144 Colesville Road, are owned by separate entities. Subsequently, redevelopment in this area will evolve based on property owners' initiative.

Land Use and Zoning Recommendations

- Rezone the commercial properties in the northeast intersection of Colesville Road and University Boulevard West, as shown in Figure 51, including at 10100 Colesville Road, 10110 Colesville Road, 10118 Colesville Road, 10120 Colesville Road, 10126 Colesville Road, 10130 Colesville Road, 10132 Colesville Road, 10134 Colesville Road, Parcel 072 and Parcel P11 from the R-60 Zone and CRT 2.25 C-1.5 R-0.75 H-45 Zone to the ~~CRT 2.25 C-1.5 R-2.0 H-70~~ **CRT 3.0 C-1.5 R-2.5 H-100** Zone to promote mixed-use development that support the Plan's public benefits, mobility options and pedestrian connections.
- Rezone the properties at 10144 Colesville Road and 110 Sutherland Road from the CRT 1.5 C-1.5 R-0.5 H-45 Zone to the ~~CRT 2.0 C-1.5 R-1.5 H-60~~ **CRT 2.25 C-1.5 R-1.5 H-75** Zone to support mixed-use development that is in proximity to BRT stations.
- Rezone the commercial property at 101 University Boulevard West from the CRT 2.25 C-1.5 R-0.75 H-45 Zone to the ~~CRT 2.25 C-1.5 R-1.5 H-60~~ **CRT 2.25 C-1.5 R-1.5 H-75** Zone to support the recommended public benefits.
- Rezone the commercial properties at 105-111 University Boulevard West from the CRT 1.5 C-1.5 R-0.5 H-45 Zone to the ~~CRT 1.5 C-1.5 R-1.5 H-60~~ **CRT 3.0 C-1.5 R-2.0 H-100** Zone to support new mixed-use development and the Plan's public benefits.
- Rezone the commercial properties at 115 University Boulevard West, 10101 Lorain Avenue and 10105 Lorain Avenue from the EOF 3.0 H-100 Zone to the ~~CRT 3.0 C-2.0 R-1.5 H-60~~ **CRT 3.0 C-1.5 R-2.0 H-100** Zone to support the Plan's public benefits, including housing and mobility options.
- Rezone the detached residential properties as shown in Figures 50 and 51 to support the Plan's recommendations for new residential typologies.

Figure 50: Neighborhood Existing Zoning Four Corners North

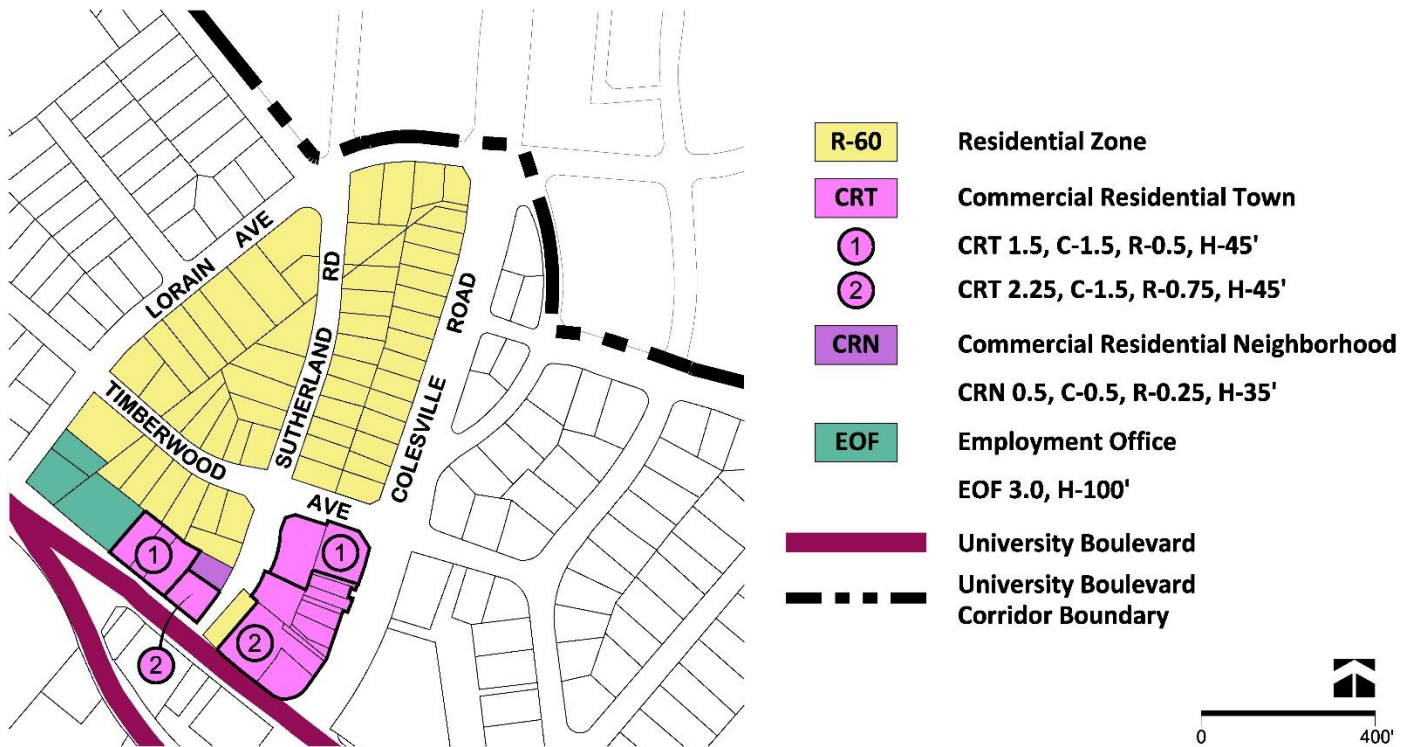
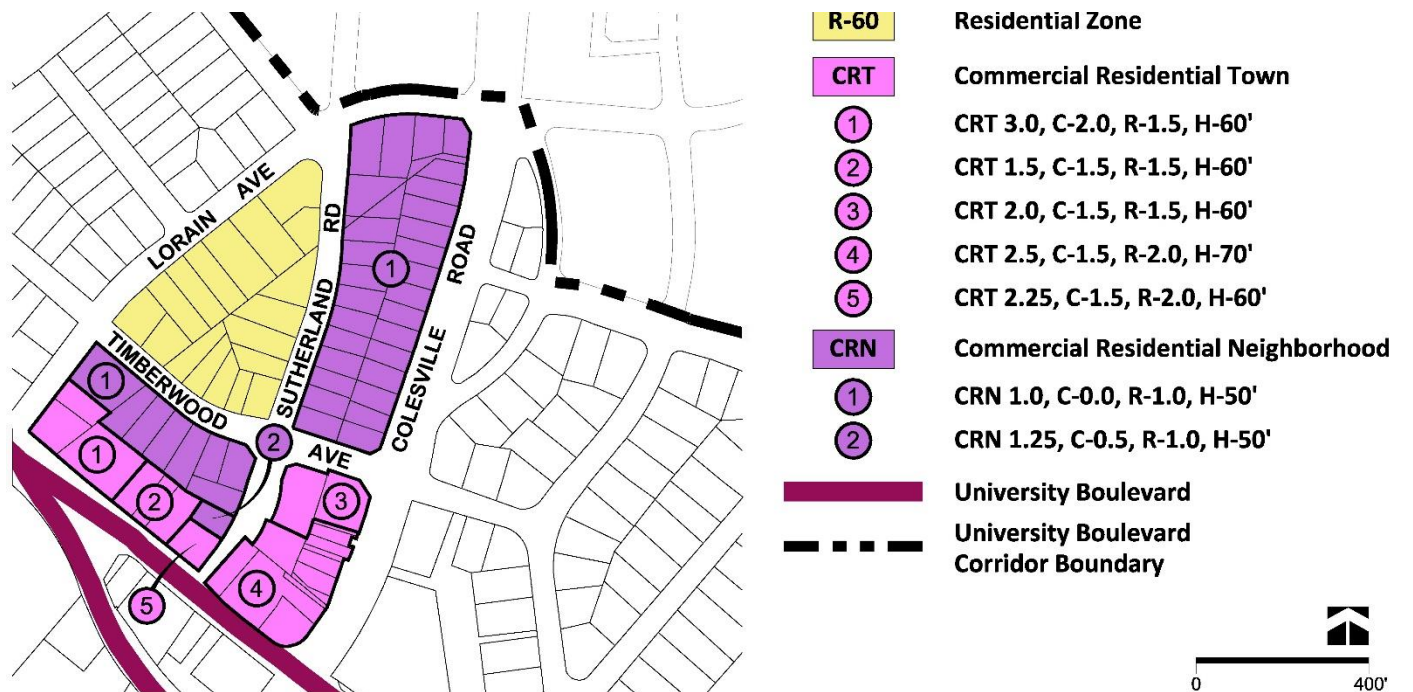


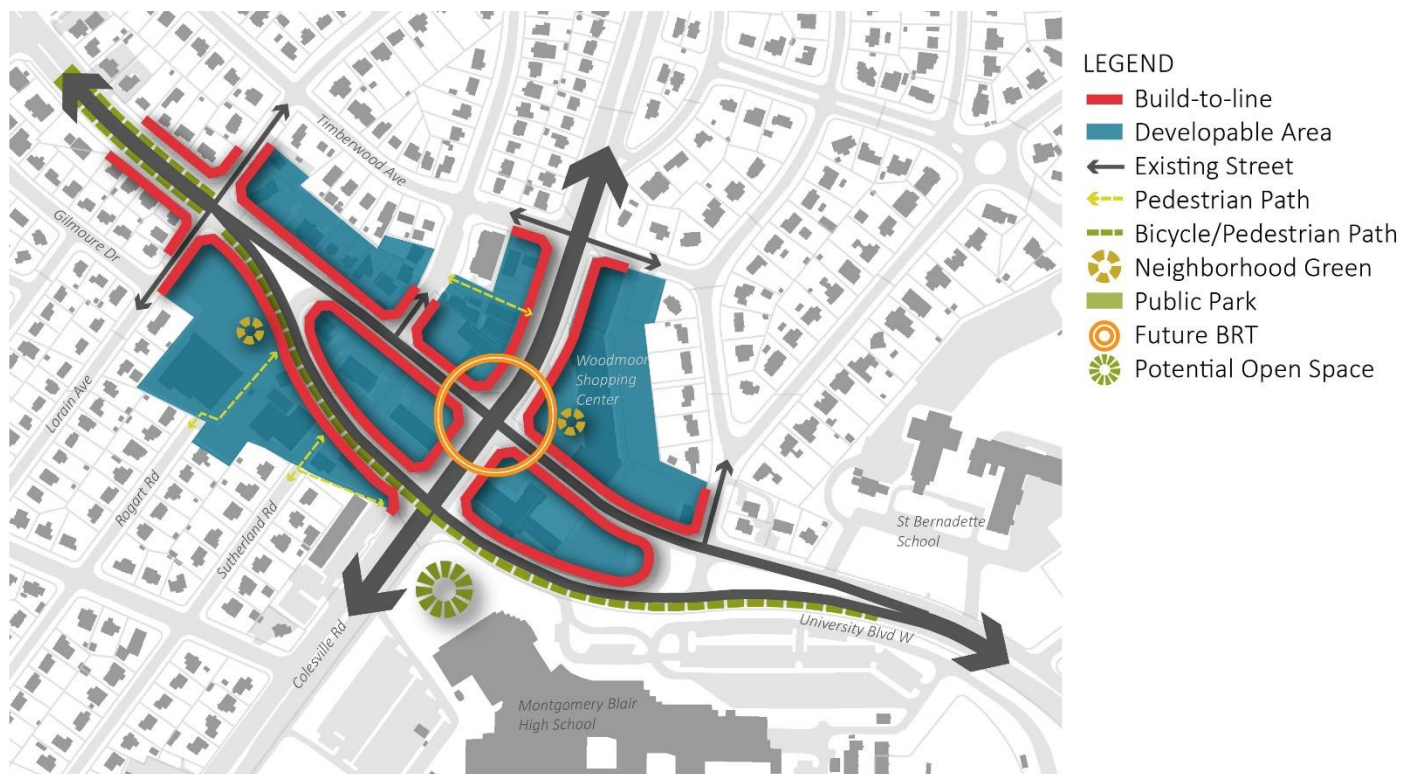
Figure 51: Neighborhood Proposed Zoning Four Corners North [Figure to be Updated with Planning Board Draft]



Urban Design Recommendations

- Focus redevelopment along University Boulevard West (MD 193) and Colesville Road (U.S. 29) to enhance the BRT stations, as shown in Figure 52.
- Explore a pedestrian connection between Colesville Road (U.S. 29) and Sutherland Road, east of University Boulevard West (MD 193).
- Concentrate maximum development intensity along University Boulevard and ensure building heights transition to residential properties along Timberwood Avenue.
- Explore 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.
- Redevelopment should consolidate or relocate driveways along University Boulevard West (MD 193) to improve the public realm for those walking, biking and rolling and to facilitate access for transit users.
- Redevelopment should incorporate frontage zone improvements, such as building entrances, street furniture, sidewalk cafés, retail displays, landscaping, or other items— as determined through the regulatory review process—on property outside the public right-of-way along the northern edge of westbound University Boulevard.

Figure 52: Urban Design Four Corners



WOODMOOR SHOPPING CENTER NEIGHBORHOOD

The Woodmoor Shopping Center, located at the northeast intersection of Colesville Road and University Boulevard East, is the main commercial use in this 46-acre neighborhood, shown in Figure 53. This shopping center, which is approximately 67,912 square feet in size, serves as the commercial heart of the Four Corners District with various neighborhood serving uses, including a bank, a grocery store, and a pharmacy. The Woodmoor-Pinecrest residential neighborhood is southeast of the shopping center with residential detached properties and institutional properties, including Pinecrest Elementary School, Pinecrest Local Park and Saint Bernadette Church and School. Pinecrest Elementary School and Pinecrest Local Park are located within the Woodmoor neighborhood. This includes the Pinecrest Recreation Center (M: 32-12) listed in the *Master Plan for Historic Preservation* and located in Pinecrest Local Park. The Pinecrest Recreation Center currently serves as a Park Activity Building which can be permitted for events. The 12-acre Saint Bernadette Catholic Church and School property has frontage along University Boulevard and access from the residential neighborhood.

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



Historic Feature: Woodmoor Shopping Center

The Moss Realty Corporation platted the 170-acre Woodmoor subdivision (later expanded) in 1937. This subdivision included the construction of the Woodmoor Shopping Center at Four Corners as an integral part of the community. Harvey Warwick, an architect, designed the initial plans for the \$250,000 Colonial Revival-styled center but the owners never fully built the center due to the onset of World War II. The grocery store and pharmacy opened in fall 1938 followed by a gas station at the intersection in early 1939. After World War II, a larger complex was built that incorporated the initial grocery and pharmacy. The new Woodmoor Shopping Center formally opened on November 6, 1948, with a 150-car parking lot and two-levels of commercial activity. Various additions have occurred over the past 75 years, but its architectural form and design remains intact.

Figure 53: Neighborhood Key Properties Woodmoor Shopping Center

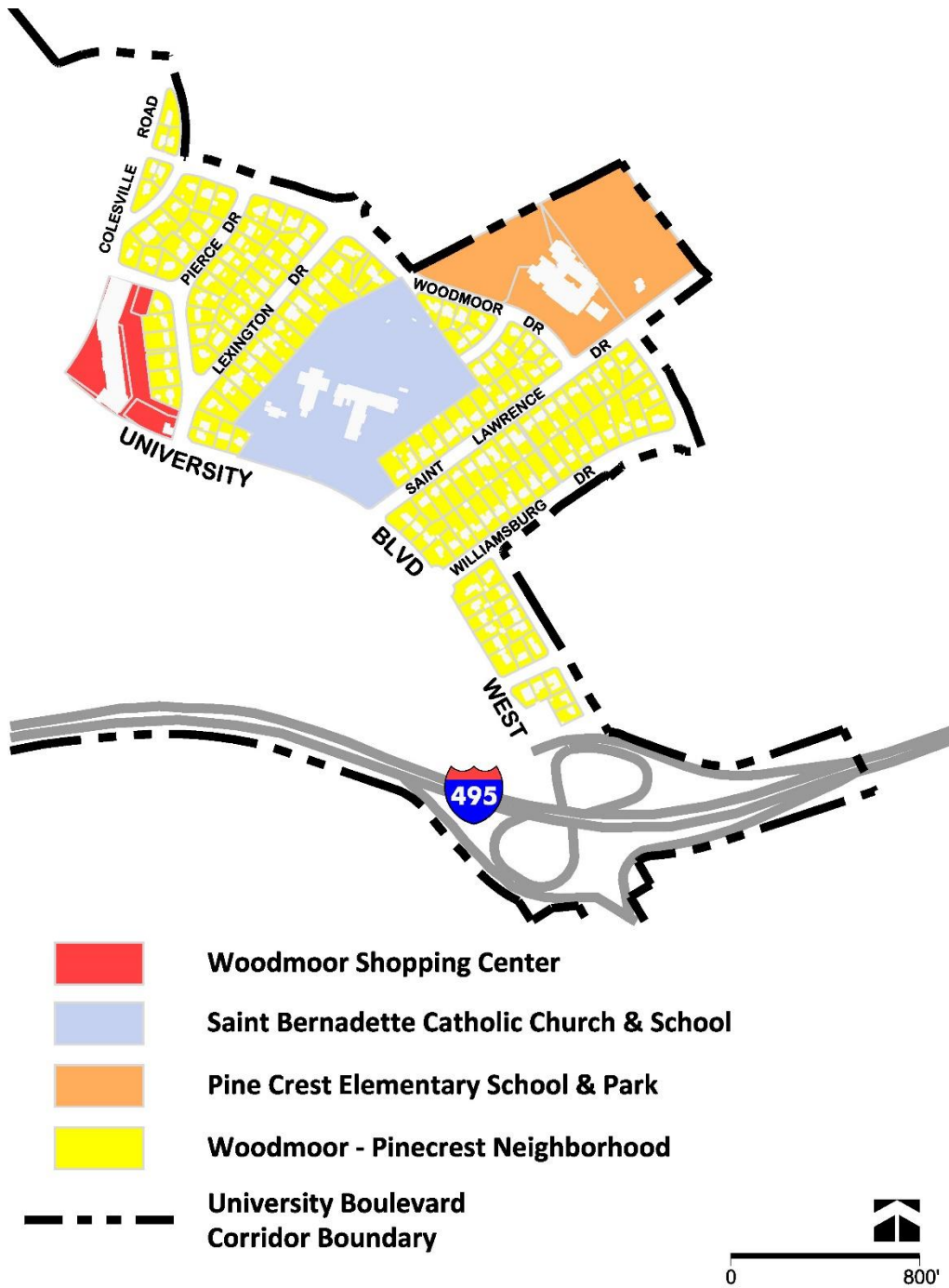
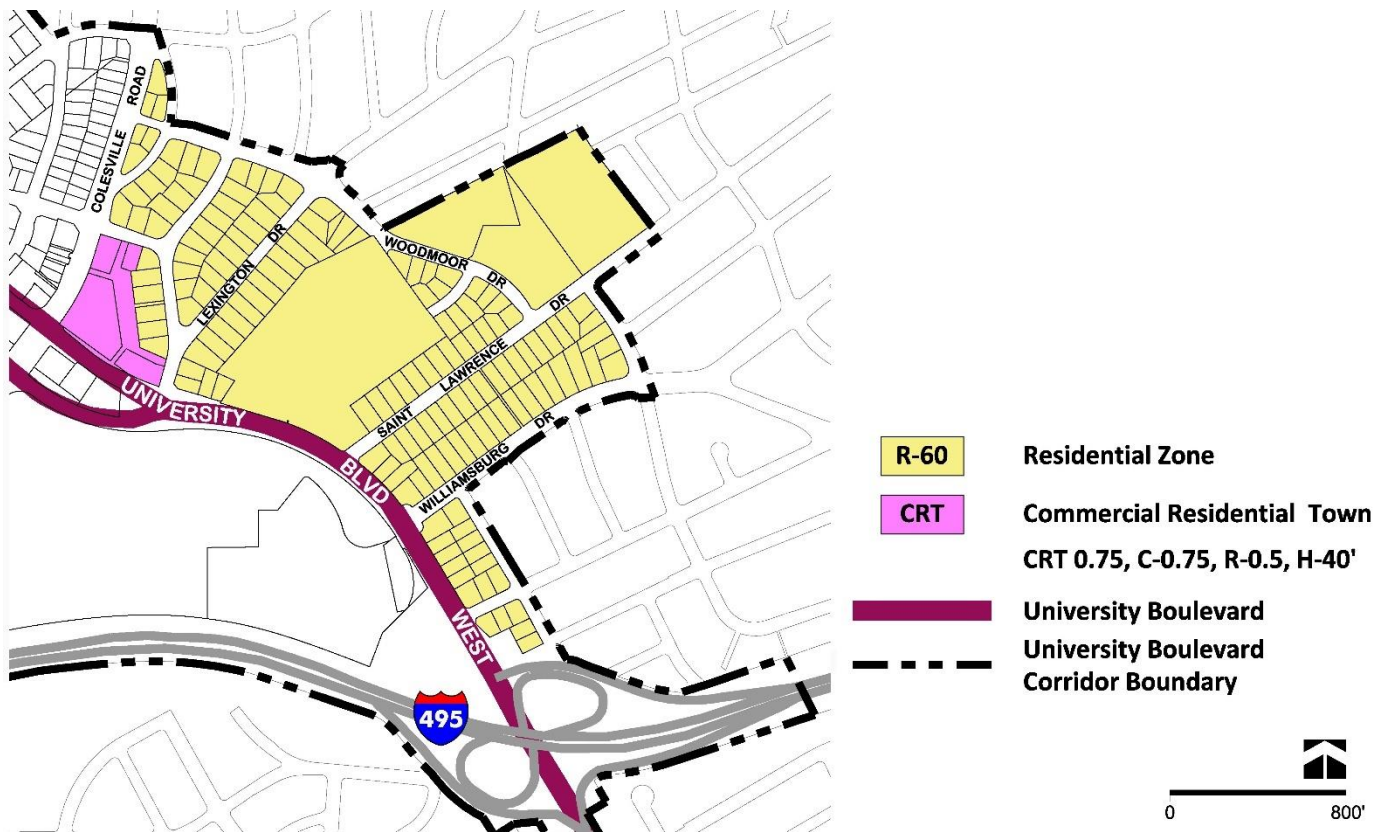


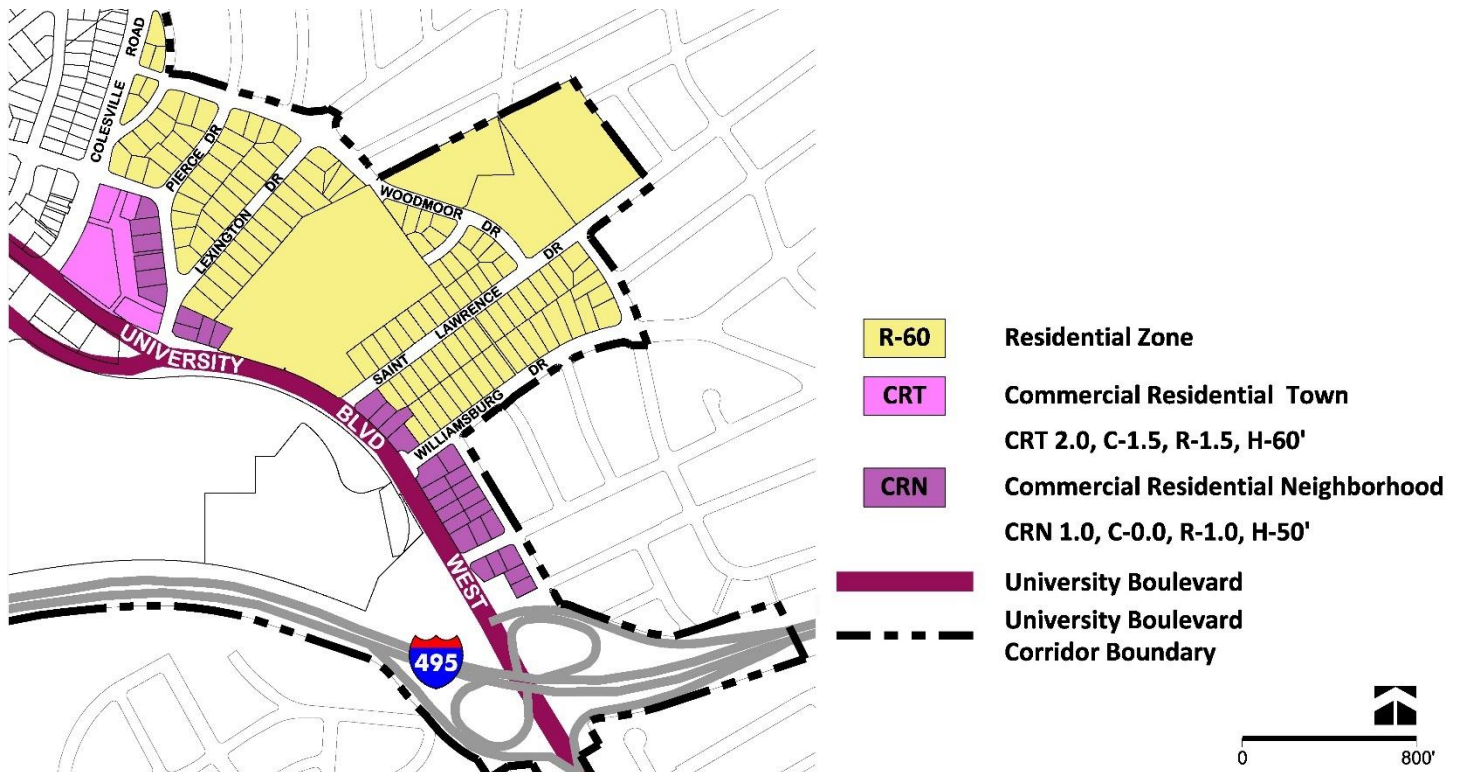
Figure 54: Neighborhood Existing Zoning Woodmoor Shopping Center



Land Use and Zoning Recommendations

- Rezone the Woodmoor Shopping Center, as shown in Figures 54 and 55, from the CRT 0.75 C-0.75 R-0.5 H-40 Zone to the **CRT 3.0 C-1.5 R-2.5 H-100** CRT 2.0 C 1.5 R 1.5 H 60 Zone to promote mixed-use development in the Four Corners area that supports the Plan's recommended public benefits.
- ~~This Plan recommends the future evaluation of the Woodmoor Shopping Center for listing in the Master Plan for Historic Preservation.~~
- Rezone detached residential properties as shown in Figures 54 and 55 to support the Plan's recommended new residential typologies.

Figure 55: Neighborhood Proposed Zoning Woodmoor Shopping Center [Figure to be Updated with Planning Board Draft]



Urban Design Recommendations

- If the shopping center is redeveloped, the front and central portion of the property must include higher densities and taller buildings. The existing rear surface parking area should be developed with lower building heights that transition to the residential properties on Pierce Drive.
- Establish building frontages along Colesville Road and University Boulevard East to define the public realm with active uses and streetscape improvements.
- Explore structured parking solutions integrated into new development that consolidate parking away from public view.
- With redevelopment, provide a minimum 0.25-acre privately owned public space consistent with a neighborhood green on the property.
- Alternatively, redevelopment could explore integrating the existing structure into a mixed-use development that includes consolidated parking in the rear along with residential uses, and public open space in the existing front surface parking lot.
- If the shopping center does not redevelop, the property owner should incorporate various environmental measures to mitigate heat, including but not limited to, new landscaping or rain gardens in surface parking areas.

MONTGOMERY BLAIR HIGH SCHOOL

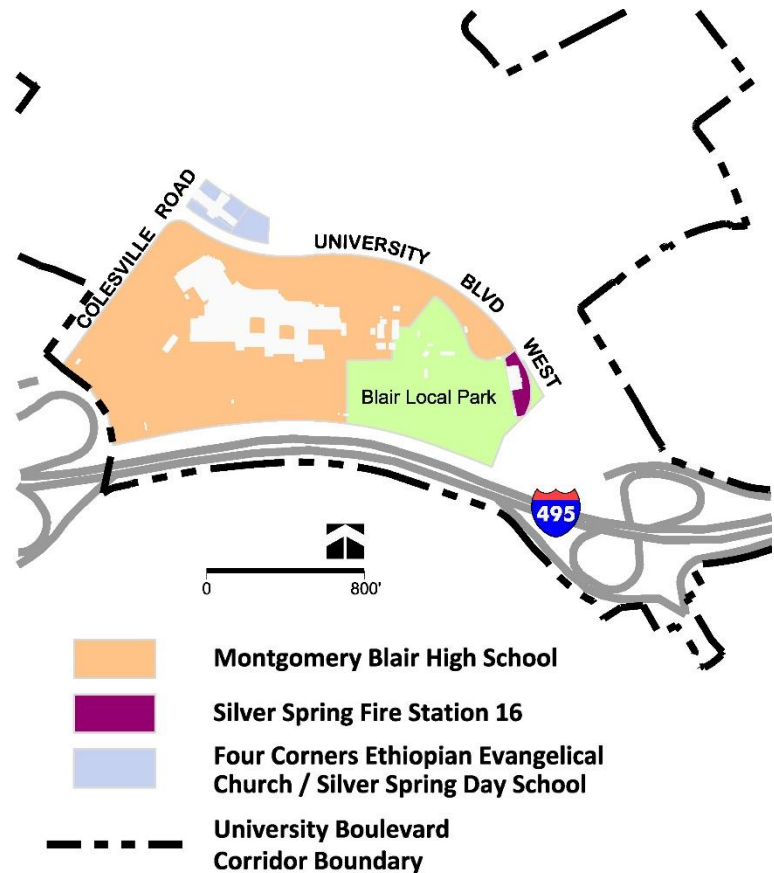
Montgomery Blair High School is the largest Montgomery County Public Schools (MCPS) public high school with an enrollment of more than 3,300 students. The school property is approximately 30 acres and is located between the Capital Beltway (I-495), Colesville Road (U.S. 29) and University Boulevard East (MD 193), as shown in Figure 56. The property includes the approximately 386,567 square foot public school building as well as a bus loop, surface parking areas, and several athletic fields, including a track and baseball field and tennis courts. An existing FLASH stop is located along Colesville Road (U.S. 29) near the Lanark Way intersection.

Blair Local Park is co-located with Montgomery Blair High School and located immediately southeast of the school. Blair Local Park is approximately 12 acres and includes athletic fields for baseball, football, soccer, and softball, as well as bleachers and batting cages. Silver Spring Fire Station No. 16 is adjacent to the park and provides fire and emergency medical services to the Plan area and surrounding communities. These properties are in the R-60 Zone. Adjacent to Blair Local Park and the Fire Station is an unbuilt right-of-way area, approximately three acres, for an I-495 ramp.

The Four Corners Ethiopian Evangelical Church and Silver Spring Day School are in the median of University Boulevard between Colesville Road and Lexington Drive. These properties are in the R-60 Zone and CRT 0.25 C-0.25 R-0.25 H-35 Zone. An existing conditional use, originally approved as a special exception (S-139), exists on the church property for a private school.

Implementation of BRT on Colesville Road and University Boulevard will further improve greater access to this school and potential additional services, including expansion, could be achieved through a more compact development that activates the intersection of Colesville Road and University Boulevard. In addition,

Figure 56: Neighborhood Key Properties ~~Blair~~ Blair High School



Four Corners Church

modifying existing surface parking areas into structured parking on the MCPS property could facilitate additional public uses that furthers the county’s commitment to the co-location of public facilities.

In the long-term, a new pedestrian-bike crossing of I-495 between the high school or park and Indian Spring Terrace Local Park that connects Colesville Road to Fairway Avenue should be pursued, consistent with the 2018 *Bicycle Master Plan* recommendations.

Land Use and Zoning Recommendations

- Confirm the R-60 Zone for Montgomery Blair High School, Blair Local Park, and Silver Spring Fire Station No.16, as shown in Figures 57 and 58.
- Rezone the Four Corners Ethiopian Evangelical Church property from the R-60 Zone and CRT C-0.25 C-0.25 R-0.25 H-35 Zone to the **CRT 3.0 C-1.5 R-2.5 H-100** CRT 1.5 C-0.75 R-1.5 H-75 Zone to promote infill development and the Plan’s recommended public benefits.

Figure 57:
Neighborhood Existing Zoning **Blair** Blair High School

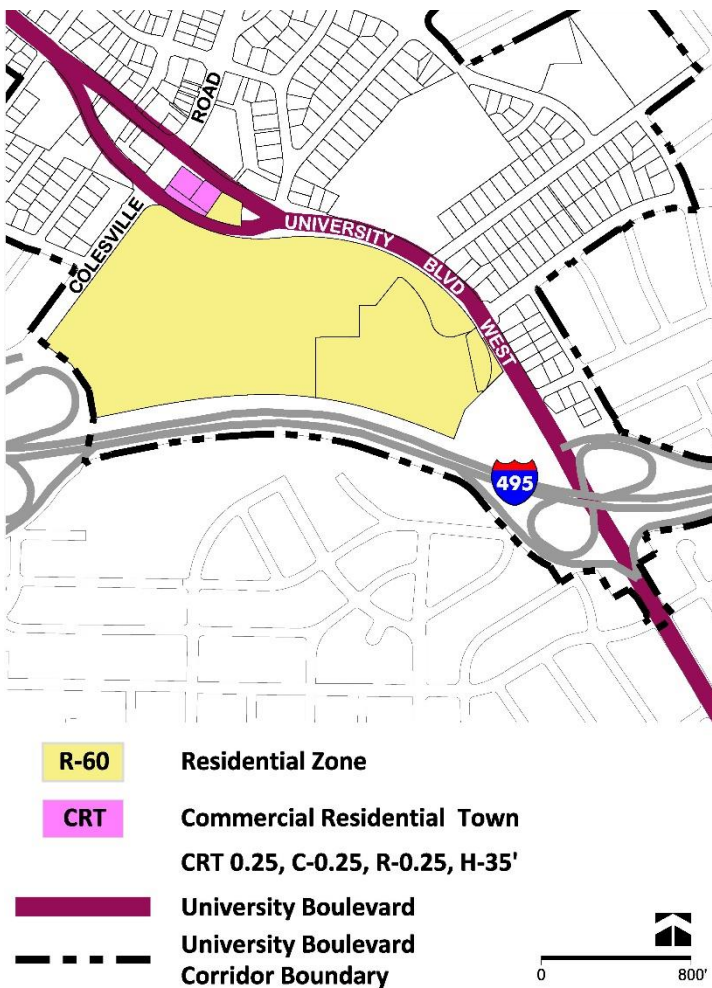
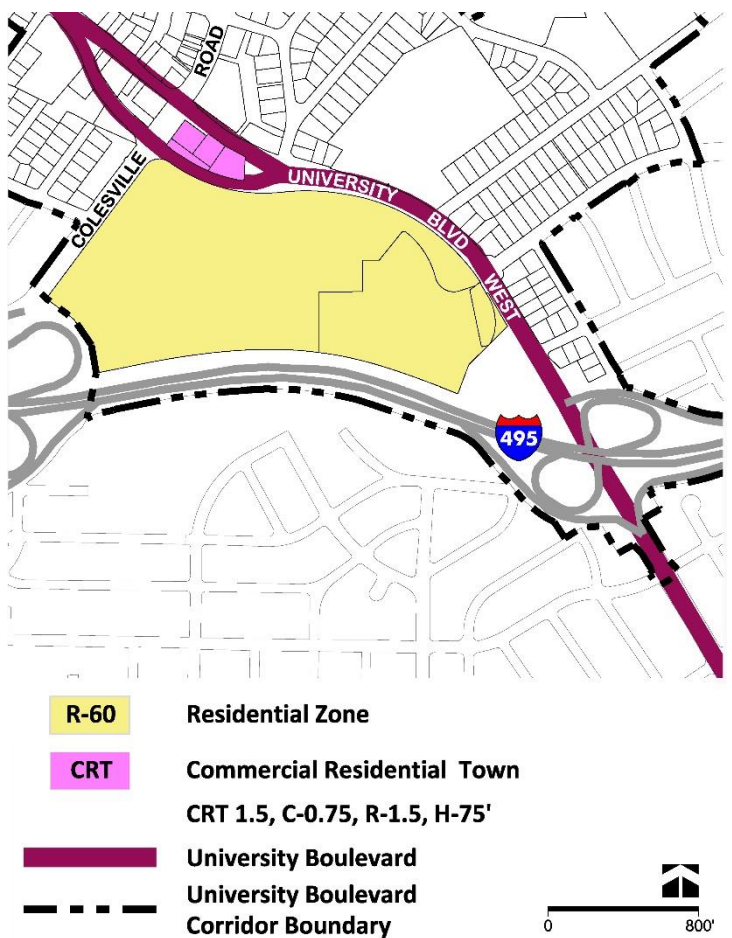


Figure 58:
Neighborhood Proposed Zoning **Blair** Blair High School
[Figure to be Updated with Planning Board Draft]



Urban Design Recommendations: Four Corners Ethiopian Evangelical Church property

- Redevelopment at this location should take advantage of its unique visibility to explore creative building form and signature architectural features.
- New development should improve pedestrian circulation and access with enhanced streetscape and safe crossings to properties to the north (Woodmoor Shopping Center) and south (Blair High School).
- With redevelopment, provide a minimum 0.25-acre privately owned public space consistent with a neighborhood green or urban plaza.

Urban Design Recommendations: Blair High School

- Explore a placemaking strategy to improve existing green area at the intersection of University Boulevard and Colesville Road and create usable public open space at the intersection of Colesville Road and University Boulevard.
- Colocate community services and amenities at the school, consistent with the county's policy regarding ongoing colocation of public facilities.

CHAPTER 5: HOUSING

The University Boulevard Corridor Plan area is home to around 3,400 housing units, with a range of housing types including detached, attached, and multifamily units. The Plan area is characterized by its general affordability compared with the county in sales prices, rents, and the large amount of the housing stock that is income restricted. Despite the range of existing housing types and relative affordability, the affordability, availability, diversity, quality, and maintenance of housing were reoccurring concerns expressed during the Plan's outreach and engagement process, as discussed further in the Plan Appendix.

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

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



The Warwick

Of the multifamily units that are not income restricted in the Plan area, many were built in the 1980s and before, and due to their age, they are ~~naturally occurring~~ market rate affordable housing, meaning they are affordable to households earning below 80 percent of Area Median Income.¹ These units are resources due to their ~~natural~~ market affordability, and this Plan aims to balance the preservation of existing ~~naturally occurring~~ market rate affordable housing with the production of new housing, which will result in the creation of new MPDUs. In the event of redevelopment, this Plan strives for no net loss of ~~naturally occurring~~ market rate affordable housing. This means that in the event of redevelopment, to the extent that is practical and

¹Market rate affordable housing is defined as residential units that are affordable to low-and middle-income households while meeting federal affordability standards without relying on public subsidies. In 2024, 80 percent AMI (Area Median Income) for a household of four was around \$124,000.

feasible, the number of naturally occurring market rate affordable housing units being removed should be replaced in the new development and their affordability levels should be preserved.

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



Duplexes

This Plan recommends adding more housing to meet the growing demand for housing, to assist in the creation of Complete Communities, and to support the county in meeting its housing goals. In 2019, the Metropolitan Washington Council of Governments (MWCOC) established regional housing targets to address a growing supply gap and affordability issues in the region. To meet our housing goals and obligations, the county, excluding the municipalities of Gaithersburg and Rockville, needs to build 31,000 units by 2030 to meet future housing demand from population and job growth, with additional housing goals for 2040 and 2050. In this context, the University Boulevard Corridor Plan area plays an important part in helping the county reach its housing goals. This Plan adds capacity for more than 4,000 new residential units.

In implementing the recommendations of Thrive in the University Boulevard Corridor Plan, this Plan acknowledges and begins to address the deep disparities in wealth and homeownership that were shaped by

a legacy of discriminatory lending practices, restrictive covenants, and single-family zoning and its secondary impacts on neighborhoods that are still being felt today.

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

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

Historic Feature: 20th Century Housing

The University Boulevard Corridor—particularly on the eastern end of the plan boundary near the Four Corners Intersection—attracted suburban development for white residents starting in the 1920s due to its pastoral landscape and establishment of nearby amenities such as the Indian Spring Country Club (near the southeast intersection of then Bladensburg and Colesville Roads) and Argyle Country Club. Early subdivisions included but were not limited to: Indian Spring Terrace (1926), Argyle Park (1926), Country Club Park (1930), and Indian Spring Park (1930). Development of these subdivisions remained limited until the end of the 1930s. This aligned with the creation of the Federal Housing Administration (FHA) in 1934.

The FHA had two central policy goals: 1) create an economically sound, publicly sponsored, system of mortgage insurance; and 2) revive the depressed residential construction industry that collapsed during the Great Depression. Builders capitalized on the program and applied mass production, standardization, and prefabrication to large-scale home construction with the development of subdivisions such as Fairway (1934-1942), Country Club View (1936-1947), Indian Spring Village (1937), Woodmoor (1937-1949), Indian Spring Club Estates (1940), Warrenton Village (1940), and Franklin Knolls (1941).

HOUSING RECOMMENDATIONS

AFFORDABLE HOUSING

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

PRESERVATION OF AFFORDABLE HOUSING

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

HOUSING PRODUCTION AND HOUSING DIVERSITY

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

CHAPTER 6: PARKS, TRAILS, AND OPEN SPACE

Parks, trails, and open spaces enhance the quality of community life by offering visual relief from the built environment, a sense of place, an opportunity to connect with nature and space to gather, play and socialize. In addition, parkland contributes to the natural environment by providing wildlife habitat, improving air quality, and protecting water quality.

Successful community design is anchored by a well-functioning open space network, which includes parks, trails, and open space, as well as the public realm. The public realm is broadly defined as those spaces where civic interaction can occur, such as publicly owned parks, trails, plazas, streets, and sidewalks. It also includes privately owned, publicly accessible spaces, like plazas and seating areas adjacent to residential, commercial, and institutional buildings. Parks also help to protect cultural resources, such as historic buildings or archaeological sites.

POLICY GUIDANCE AND HIERARCHY FOR PARKS, TRAILS, AND OPEN SPACES

Park Planning in Montgomery County is principally guided by the following key planning documents.

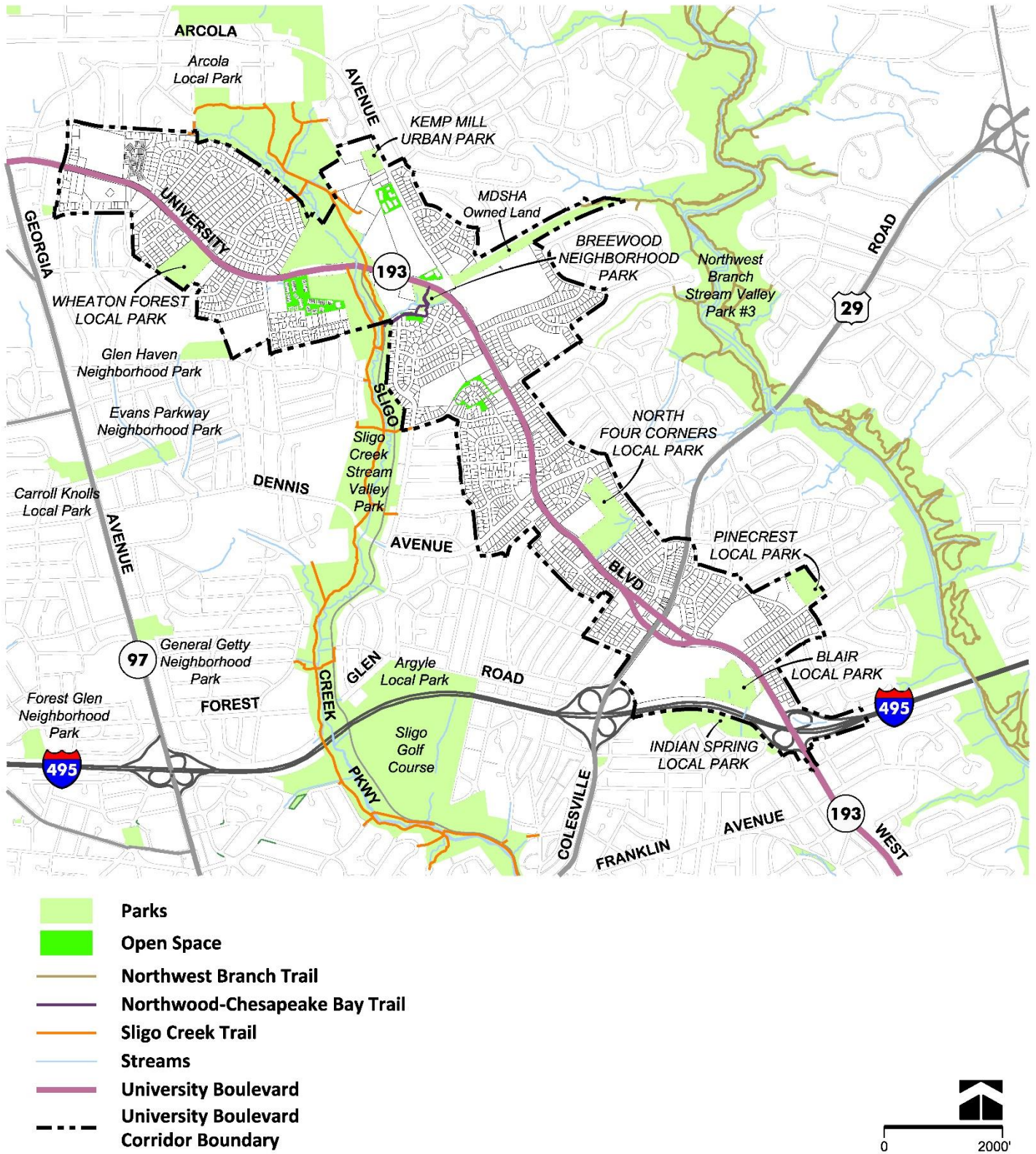
- *Thrive Montgomery 2050*, the County's General Plan update;
- The 2022 *Parks, Recreation and Open Space (PROS) Plan*, which is the Montgomery Parks' policy plan that focuses on how the parks and recreation systems should be designed to meet the needs of a growing population;
- 2018 *Energized Public Spaces (EPS) Functional Master Plan*, which analyzes the supply and demand of active, social and contemplative experiences in urbanizing areas of the county.

As shown in Figure 59, the Plan area is generally well-served by seven existing M-NCPPC parks managed and operated by the M-NCPPC Montgomery County Department of Parks (Montgomery Parks) plus a strip of land owned and maintained by the Maryland Department of Transportation State Highway Administration (MDOT SHA) adjacent to Northwood High School and which functions as parkland from a user perspective.

West to east, these parks are Wheaton Forest Local Park, Sligo Creek Stream Valley Park, Breewood Neighborhood Park, Kemp Mill Urban Park, MDOT SHA land adjacent to Northwood High School, North Four Corners Local Park, Blair Local Park, and Pinecrest Local Park.

Collectively, these parks offer four diamond athletic fields, four rectangular athletic fields, five playgrounds, three basketball courts, six tennis courts, one picnic shelter, and one park activity building, which is under long-term lease and not generally available for public use. The Plan area also includes a portion of Sligo Creek Parkway that is part of the Open Parkways Program, which closes the parkway to motor vehicles and opens it to pedestrians, bicyclists, and other non-motorized users, the Sligo Creek Trail that runs between Wheaton Regional Park and the Montgomery-Prince George's County line where it continues downstream along the creek, and the Northwood Chesapeake Bay Trail that links the Sligo Creek Trail with the Northwest Branch Trail. These trails are all part of the larger regional Anacostia Tributary Trail System.

Figure 59: Parks and Open Space



PARK PLANNING ANALYSIS

The parks located within and near the University Boulevard Corridor Plan area are adequate for urbanizing areas, as defined by the PROS Plan. For example, there are several parks within or adjacent to the Plan Area that fulfill the need for active recreation destinations, as they provide opportunities for softball and baseball, basketball, soccer, picnicking and playgrounds. This Plan area also includes a significant regional trail—Sligo Creek Trail—that enhances connectivity between parks and open spaces. The Sligo Creek Stream Valley Park also offers opportunities for nature-based recreation. The Level of Service (LOS) and EPS analysis for this area does identify several park and recreation needs, including soccer courts.

During community outreach and engagement, planners heard from the community that Sligo Creek Stream Valley Park is highly valued and intensely used. Planners also heard that the following improvements and recreational uses are most desired for parks in the Plan area.

- Picnic shelters
- Soccer courts
- Athletic fields
- Playgrounds

PUBLIC PARKS RECOMMENDATIONS

This Plan does not recommend any new public parks. While this Plan area is generally well-served by parks and trails, there are opportunities to enhance existing parks, including providing new access points and new facilities or amenities that are needed in this area of the county. The following recommendations are for existing M-NCPPC parks in the Plan area, which will enhance, expand, or otherwise improve these parks:

WHEATON FOREST LOCAL PARK

- Improve pedestrian connections from the adjacent Pomander Court property when it redevelops.
- Consistent with recommendations elsewhere in the county when properties adjacent to parks redevelop, in lieu of on-site open space require a financial contribution from this property owner for park improvements in or near the Plan area at the time of development.
- Redevelopment of adjacent properties should relate to and engage the park and ensure that park edges are attractive, for example, do not locate parking lots or dumpsters immediately adjacent to the park.
- Investigate options and opportunities to create more shade for park users and especially for athletic field spectators.
- Consolidate the two entrances to the parking lot **into** a single entrance in accordance with other recommendations and goals of the Plan related to increased pedestrian safety and comfort along University Boulevard.



Wheaton Forest Local Park Picnic Shelter

- Create a paved trail loop in the park that goes around the athletic fields and creates a clearer pedestrian and bicycle connection through the park from the residential neighborhoods to the south to University Boulevard.

SLIGO CREEK STREAM VALLEY PARK

- When the Northwood Presbyterian Church property redevelops, improve public bicycle and pedestrian access and connection between University Boulevard and the Sligo Creek Trail.
 - 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.
- Relocate the playground between Sligo Creek Parkway and Sligo Creek just south of University Boulevard out of the floodplain.
- Continue to treat and improve stormwater discharge from non-parkland sources into Sligo Creek and its tributaries.
- Improve fish passage in Sligo Creek by reconnecting the stream under University Boulevard.
- Improve the Sligo Creek Trail entrance at the Kemp Mill Shopping Center; redevelopment of the adjacent Kemp Mill Shopping Center property should provide improvements at this location, including improvements that meaningfully connect the privately owned public space, Kemp Mill Urban Park, and the Sligo Creek Trail through new street and trail connections, placemaking, and wayfinding.
- Create a paved trail connection for people walking, biking, and rolling between Wheaton Lane and the Sligo Creek Trail.



Sligo Creek Open Parkway

MDOT SHA LAND AND THE NORTHWOOD CHESAPEAKE BAY TRAIL

- The Northwood Chesapeake Bay Trail passes through a strip of land owned by MDOT SHA adjacent to the north side of Northwood High School (Parcel Tax ID 980570). This Plan recommends that this property and the adjoining MDOT SHA property that contains the trail and extends beyond the Plan Area (Parcel Tax ID 980626) be conveyed by MDOT SHA 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.

KEMP MILL URBAN PARK

- M-NCPPC owns the property containing the driveway entrance to the adjacent Kemp Mill Shopping Center. If the shopping center property is redeveloped, the property owners should explore opportunities to exchange the M-NCPPC owned properties for property of an equal or greater size (approximately 20,000 square feet), while maintaining access to the shopping center site, to augment the functionality of Kemp Mill Urban Park.
- If the shopping center redevelops, create a new street with pedestrian and bicycle facilities to provide a connection between the park and the Sligo Creek Trail.



Kemp Mill Urban Park

NORTH FOUR CORNERS LOCAL PARK

- Improve pedestrian connection from adjacent HOC property when it redevelops. If the redevelopment provides an upgraded, publicly accessible connection on-site it may be factored into the financial contribution for parks.
- Consistent with recommendations for redevelopment of properties adjacent to parks elsewhere in the county and Section 59-6.3.6.C of the Zoning Ordinance, ~~when properties adjacent to parks redevelop;~~ in-lieu of on-site open space require a financial contribution from this property owner for park improvements in or near the Plan area instead of requiring open space on-site at the time of redevelopment. If the project provides 25% or more Moderately Priced Dwelling Units (MPDUs) or other regulated affordable housing that is exempt from development impact taxes, the contribution may be reduced proportionally.
- Redevelopment of adjacent properties should relate to and engage the park and ensure that park edges are attractive, for example, do not locate parking lots or dumpsters immediately adjacent to the park.
- Investigate options and opportunities to create more shade for park users and especially for athletic field spectators.
- Engage residents and community stakeholders to identify an appropriate long-term lease for the currently vacant park activity building, one that complements the park and addresses community needs and interests.

PINECREST LOCAL PARK

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

NEW OPEN SPACES

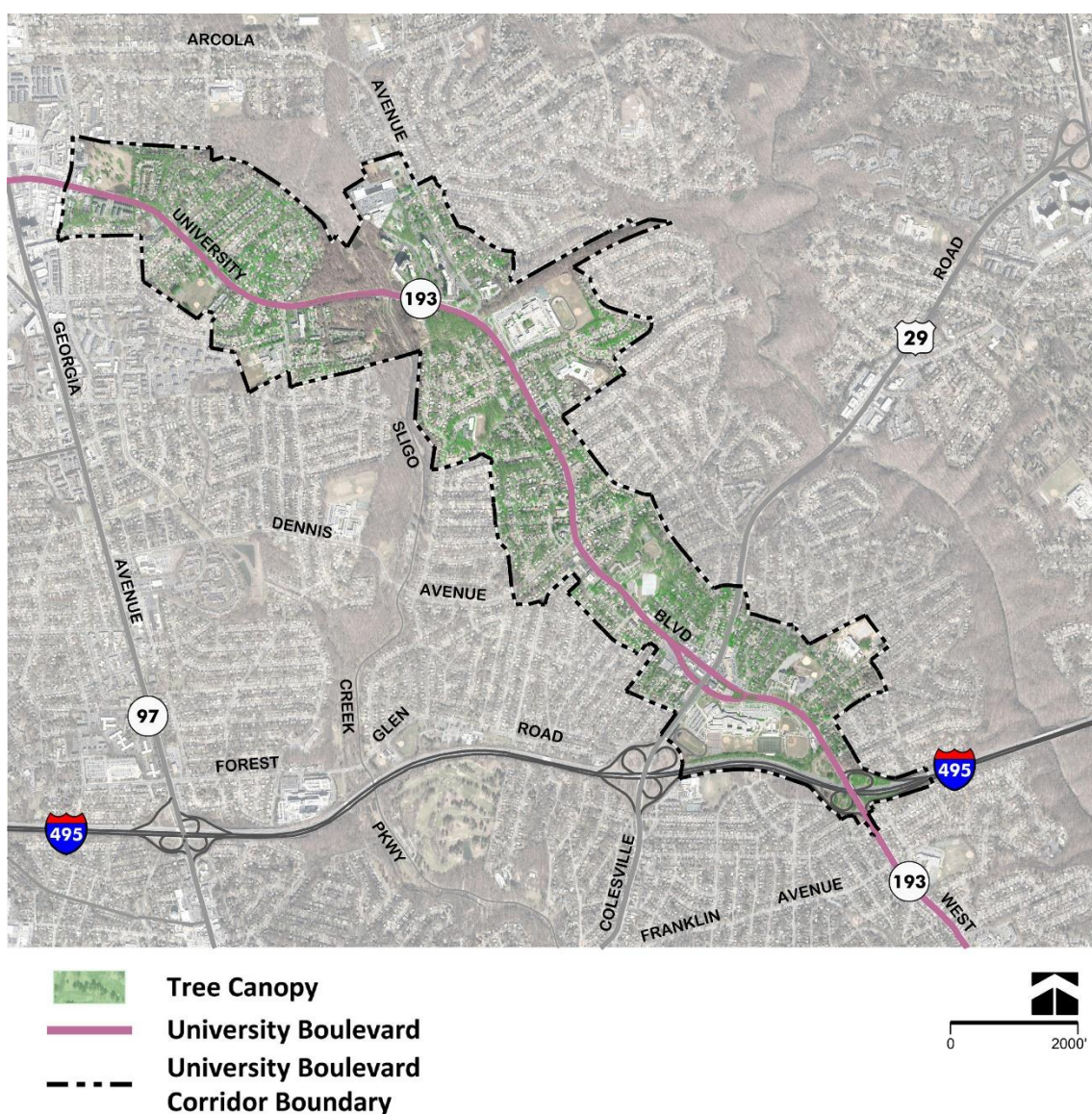
- This Plan recommends new publicly accessible open spaces on key properties, such as WTOP and Safeway, which may redevelop in the future. These new privately-owned public spaces (POPS) will contribute to creating a livable environment and complete communities associated with new development.

CHAPTER 7: ENVIRONMENTAL SUSTAINABILITY

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

Many of the existing land uses have been in place for many years and reflect both positive and negative environmental attributes associated with the long history of the development. Positive attributes include some mature tree canopy coverage especially on lots in the older, established residential areas, as shown in Figure 60. Negative environmental conditions are associated with a land use design intended to facilitate automobile use, including the broad University Boulevard as a central transportation feature, a system of disconnected streets, and driveways and parking lots. The environmental impacts of this auto-centric design include increased runoff from storms, degraded water quality and aquatic habitats, diminished air quality, and urban heat island effect. These impacts are worsening as climate change magnifies the problems.

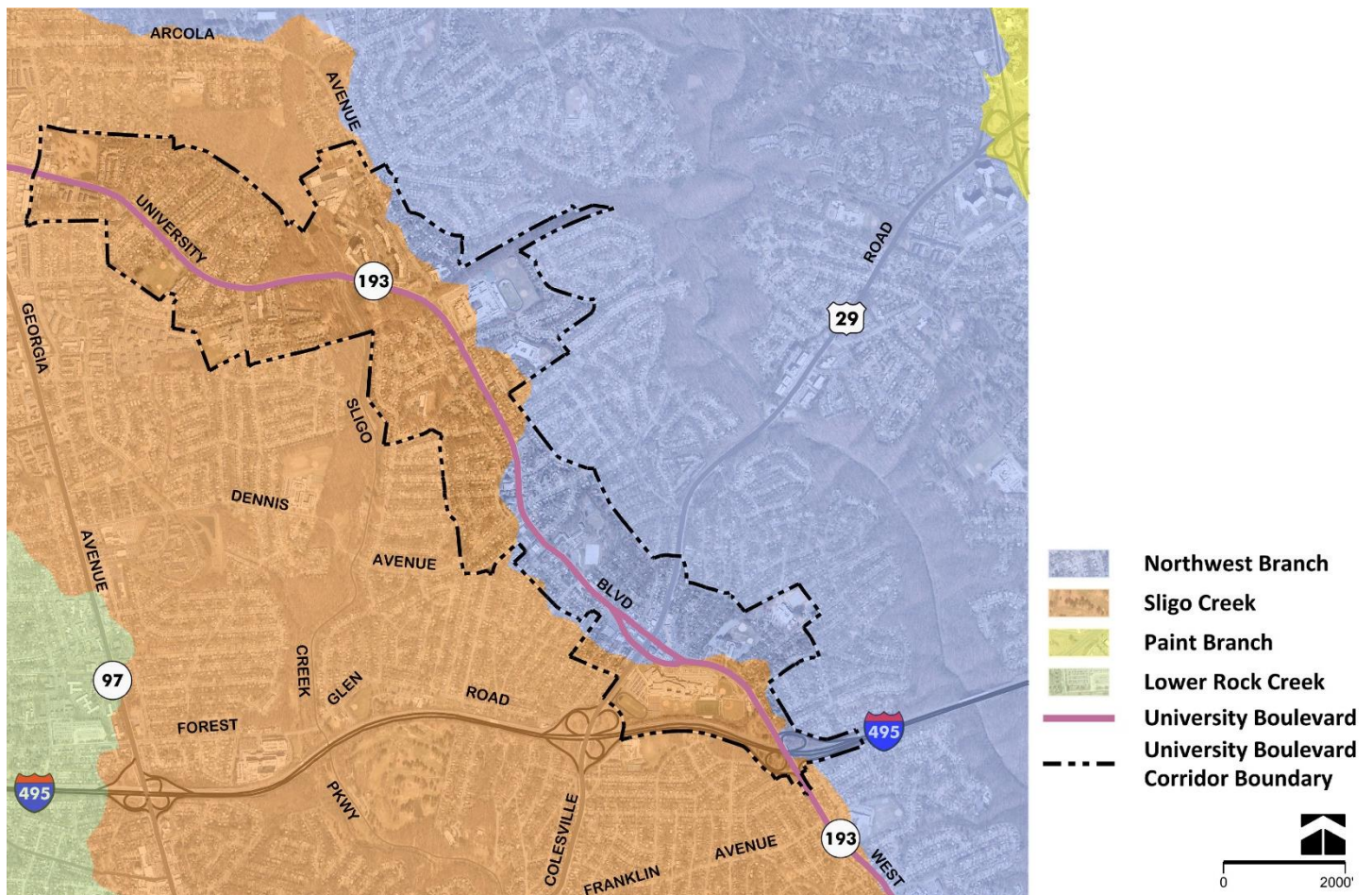
Figure 60: Tree Canopy



Particulate pollution is one of the aspects of diminished air quality that is of greatest concern. Recent research has shown that tiny particulates (2.5 micrometers or less) in polluted air can contribute to ischemic heart disease, cancer, type 2 diabetes, pneumonia and other lower-respiratory diseases, asthma, and stroke. This kind of particulate pollution (pm 2.5) is associated with emissions from the burning of fossil fuels including gasoline and diesel fuel-powered vehicles. People walking, biking or rolling along University Boulevard are exposed to pm 2.5 pollution, as are people waiting at bus stops. Trees, shrubs, and other vegetation and landscaping have been demonstrated to reduce concentrations of pm 2.5 pollution along roadways.

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

Figure 61: Watersheds

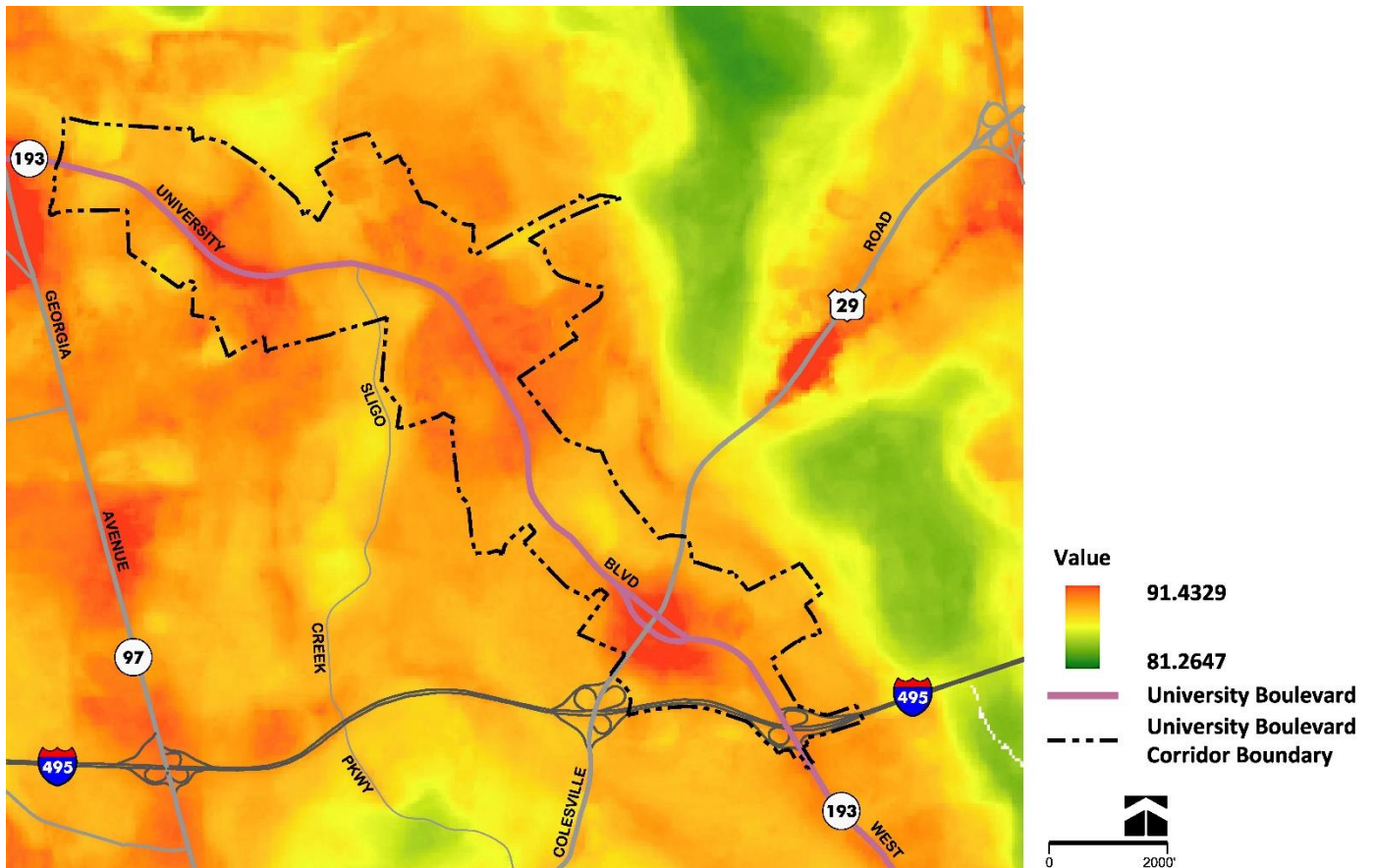


ENVIRONMENTAL GOALS

The environmental recommendations of this Plan are intended to advance the following goals:

- Address the environmental impacts of urbanization, including mitigating urban stormwater runoff, protecting water quality in Sligo Creek and the Northwest Branch (shown in Figure 61), reducing urban heat island effect (shown in Figure 62), and improving air quality.
- Address action items in the county's Climate Action Plan that relate to land use planning, including actions that contribute to reducing greenhouse gas emissions, conserving energy, and promoting resilience in the face of climate change impacts.
- Address environmental justice issues, including protecting the health and well-being of residents and visitors who belong to historically disadvantaged communities. Data indicate that significant numbers of these community members ride the bus, walk and ride bicycles, and Montgomery County Public Schools reports that schools in the Plan area have high equity scores indicating that many Plan area students come from historically disadvantaged communities. Therefore, bus stops, pedestrian and bicycle systems, and schools should be targeted for investments that mitigate negative environmental health impacts.
- Promote the biological diversity of the county.

Figure 62: Heat Islands in Plan Area



ENVIRONMENTAL RECOMMENDATIONS

DEVELOP UNIVERSITY BOULEVARD AS A COOL CORRIDOR

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

PROTECT AND INCREASE TREE CANOPY

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

MITIGATE EXCESS RUNOFF AND PROTECT STREAM WATER QUALITY

- Promote the use of landscaping that helps reduce runoff on public and private property. The Montgomery County Department of Environmental Protection offers programs to help private property owners reduce runoff from their properties.
- Minimize impervious surfaces in site designs for developing and redeveloping sites.
- During development or redevelopment of private property, provide a minimum of 35% green cover of the total developed area, excluding existing forest cover on the property. The green cover may include the following, either singly or in combination:
 - Intensive green roof (6 inches or deeper)
 - Tree canopy cover
 - Vegetative cover
 - Landscaped areas
 - Rain gardens and bioswales
 - Solar energy and green roof
- Landscaping: use native plants that require less watering and fertilization; use rainwater for watering; apply Sustainable Sites Initiatives (SITES) principles.

- Use nature-based climate solutions to Incorporate carbon into landscaping soils to promote fertility and vegetation growth and draw down atmospheric carbon.

PROMOTE PUBLIC HEALTH

- Provide opportunities for exercise, recreation, and mental well-being: parks and open spaces, trails, sidewalks, and bicycle networks.
- Include features in designs for major arterial roads and highways to include noise mitigation elements wherever feasible, including noise walls near I-495, and board-on-board fences with vegetation screens for major arterial roads.
- Provide access to health care facilities.
- Provide opportunities to buy or grow fresh produce/healthy food choices: provide opportunities for community gardens; provide spaces for farmers' markets.
- Promote an environment that minimizes light pollution.

BUILT ENVIRONMENT CLIMATE RECOMMENDATIONS

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

PROMOTE NATIVE SPECIES

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

CHAPTER 8: TRANSPORTATION

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

Wide roads increase crossing distances, acting as a barrier to walking, biking, rolling, and using transit, and contribute to vehicles traveling at higher speeds, which increases the risk of crashes that result in serious injuries or fatalities. Streets designed to protect and serve the most vulnerable road users are safer for everyone. Right-sizing roadways and intersections, by repurposing or reducing travel lanes, provides space for other forms of transportation and amenities and is a step toward achieving the stated goals in the Montgomery County Code, as well as other policies such as Vision Zero, Complete Streets, and Thrive.



Pedestrians at Four Corners

Historic Feature: Old Bladensburg Road

The name of University Boulevard within the Plan boundary varied over the course of its history. It was initially named Bladensburg Road. By the 1850s, residents started to refer to Bladensburg Road as “Old Bladensburg Road,” but multiple maps continue to refer to the road by its original moniker into the twentieth century. In the 1910s, the Maryland General Assembly and Montgomery County started to refer to part of the road as the “Wheaton-Four Corners Road” or the “Wheaton to Four Corners Road.” The acquisition of the entire road by the Maryland State Roads Commission led to its renaming as State Route 193 in 1927.

Bladensburg Road remained a toll-free transportation route and lacked an official survey into the late nineteenth century. In 1889, residents of the Thirteenth (Wheaton) Election District submitted a road petition for a road survey of Bladensburg Road between Four Corners and the Prince George’s County line. Two years later, county commissioners requested bids for widening this section of the road. In 1891 and 1894, residents petitioned for a similar road survey between Wheaton and Four Corners.

POLICY GUIDANCE

THRIVE MONTGOMERY 2050

Thrive Montgomery 2050 contains transportation-related policies and practices that improve safety for all travel modes and provide multiple travel options. Selected policies and practices include:²

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

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

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

- Build a network of rail, bus rapid transit, and local bus infrastructure and services—including demand-responsive transit service—that make transit the fastest, most convenient, and most reliable way to travel to centers of economic, social, and educational activity and opportunity, both within and beyond Montgomery County.
- Convert existing general purpose traffic lanes to dedicated transit lanes, in a manner consistent with other county policies.
- Connect historically disadvantaged people and parts of the county to jobs, amenities, and services by prioritizing investments in increasing access to frequent and reliable morning to late night transit service.
- Ensure safe and comfortable access to transit stations via walking, rolling, and bicycling.

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

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

² [Thrive Montgomery 2050](#), pp. 112-114.

COMPLETE STREETS

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

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

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

Historic Feature: 20th Century University Boulevard

In the early 20th Century, Montgomery County residents along the Washington, Colesville, and Ashton Turnpike (present-day Colesville Road) and the Union Plank Turnpike (Georgia Avenue) petitioned the County Commissioners to acquire the turnpikes to improve the roads and abolish tolls. In 1911, residents voted to acquire the Washington, Colesville, and Ashton Turnpike. Two years later, the Maryland Road Commission purchased the Union Plank Turnpike.

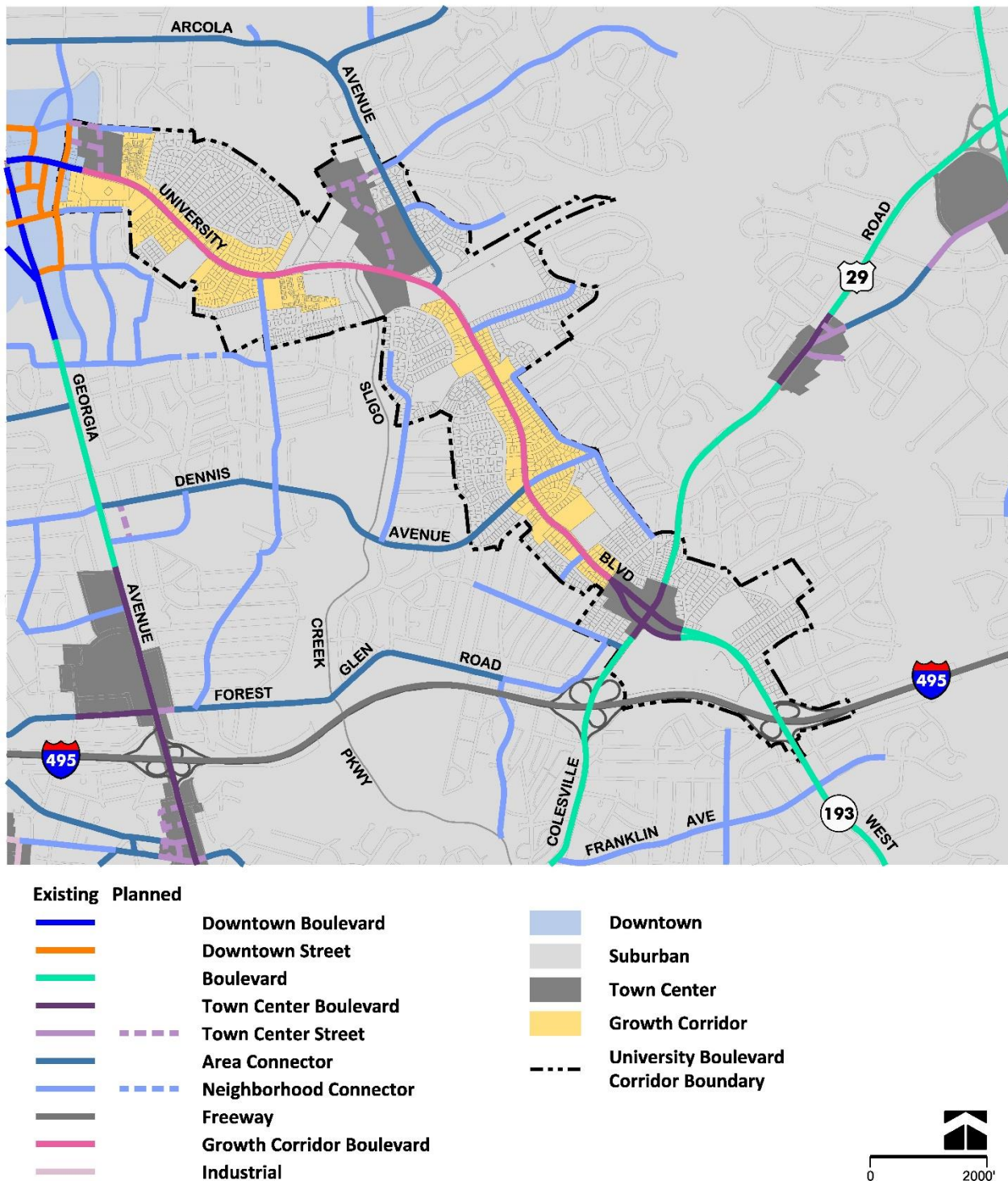
In 1912, University Boulevard between Wheaton and Four Corners is described as a dirt and gravel road and in 1916, the Maryland General Assembly authorized Montgomery County Commissioners to issue a \$14,000 bond for the improvement of University Boulevard (then called the Wheaton-Four Corners Road). The Board of County Commissioners closed the road in September 1916 for public travel which required acquisition of a 30'-wide right-of-way, and 1,800 tons of local stone and 3,000 tons of limestone for its improvement.

The Maryland State Roads Commission acquired all of University Boulevard as a state road, including the section between Wheaton and Four Corners, by 1927.

The CSDG also classifies the county's land uses as Downtown, Suburban, Town Center, Industrial and Country. Downtown areas are "envisioned as Montgomery County's highest intensity areas including central business districts and urban centers," while Town Center areas are "commonly envisioned as high-to-moderate intensity residential development, including multifamily buildings and townhouses, and retail (existing or planned)" (p. 18-19). Suburban areas "have low-to-moderate residential development," and predominantly "single-unit residential development" with "isolated retail establishments" (p. 19). There are existing Downtown and Town Center features in Wheaton and Four Corners, respectively, while the remainder of the corridor is currently considered Suburban.

All of University Boulevard in the Plan area was classified as a Major Highway with planned BRT under the functional classification system and is now classified, as shown in Figure 63, as a Downtown Boulevard for the 300' east of Amherst Avenue, a Boulevard from 300' east of Amherst Avenue to Lorain Avenue, a Town Center Boulevard between Lorain Avenue and Lexington Drive, and a Boulevard from Lexington Drive to the eastern Plan area boundary. I-495 is retained as a Freeway.

Figure 63: Street Classifications



Other existing street classifications have been “translated” from their former functional classification to a comparable complete streets classification based on their existing context and function. Amherst Avenue has been reclassified from a Business Street to a Downtown Street, Inwood Avenue has been reclassified from a Primary Residential Street to a Neighborhood Connector, and Arcola Avenue and Dennis Avenue have been reclassified from Minor Arterials to Area Connectors. Typical sections of streets in the Plan area are shown in Figures 64-69.

Figure 64: Town Center Street

- 2 travel lane section
- Proposed Section: One-way separated bike lane both sides

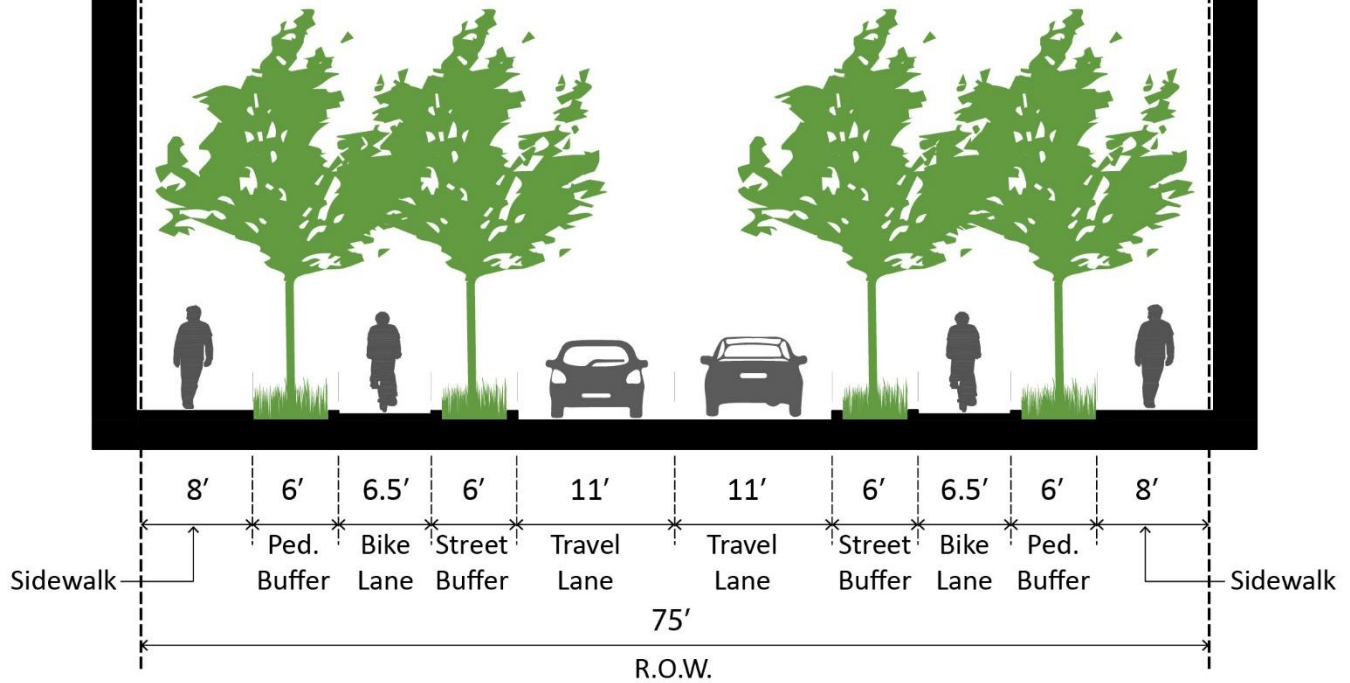


Figure 65: Neighborhood Connector

- Typical 65 feet Right-of-Way
- Proposed Section: 2 lane section with on-street parking

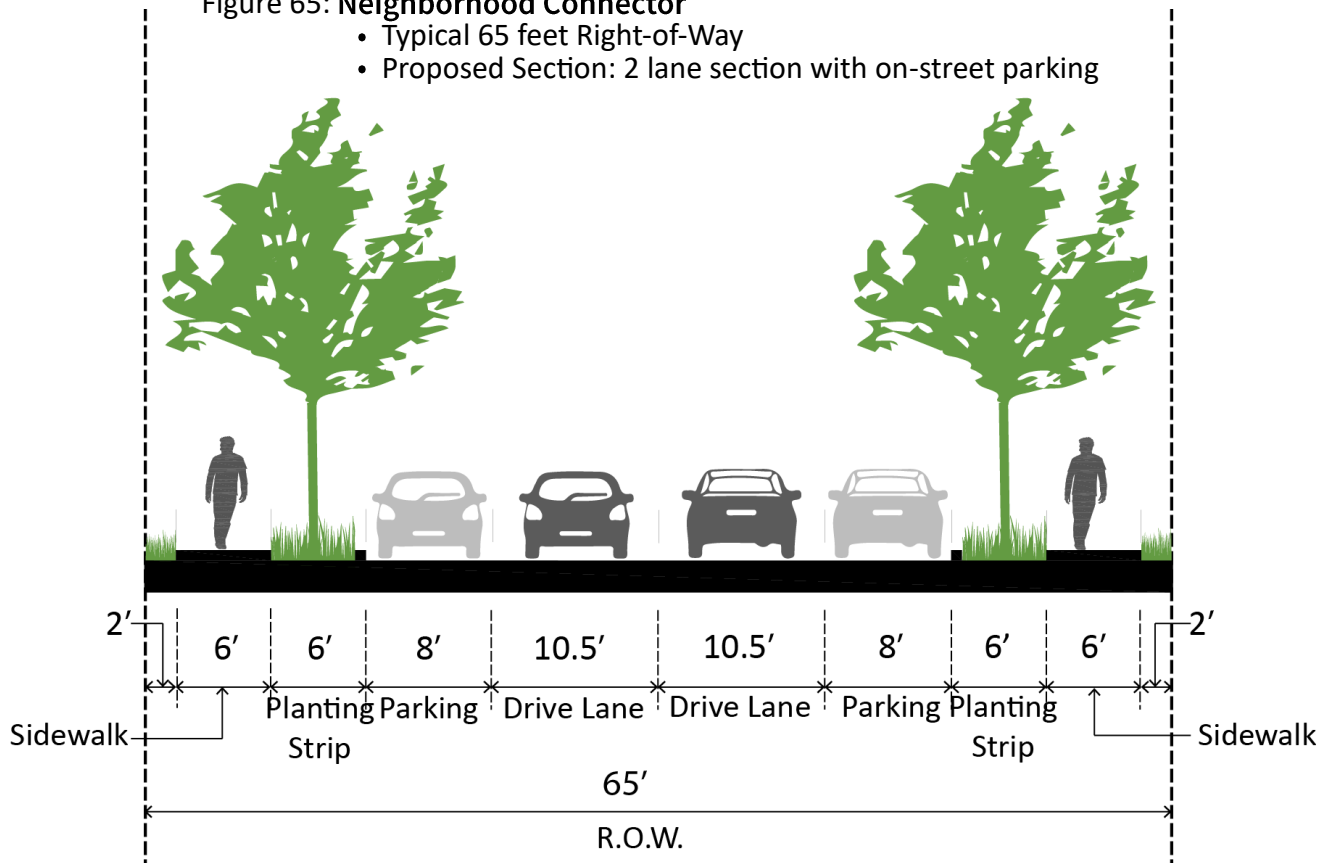


Figure 66: **University Boulevard West**

- Typical 124 feet Right-of-Way
- Proposed Section: 6 lane section with dedicated transit and sidepaths each side

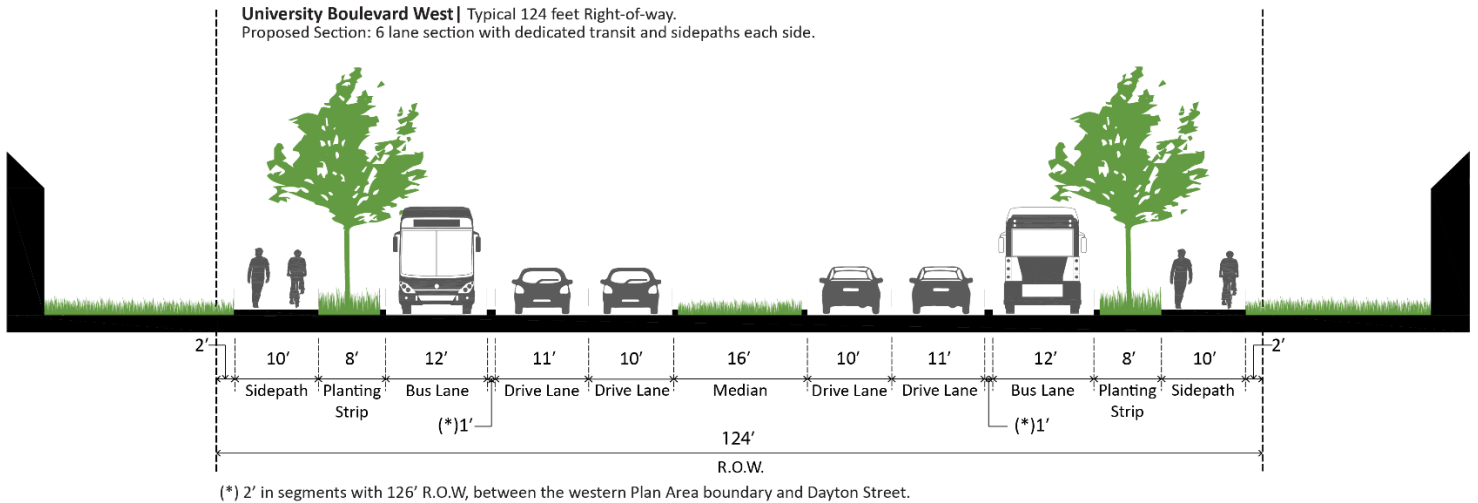


Figure 67: **Brunett Avenue**

- From Harding Drive to University Boulevard West
- Proposed Section: 2 lane section with on-street parking

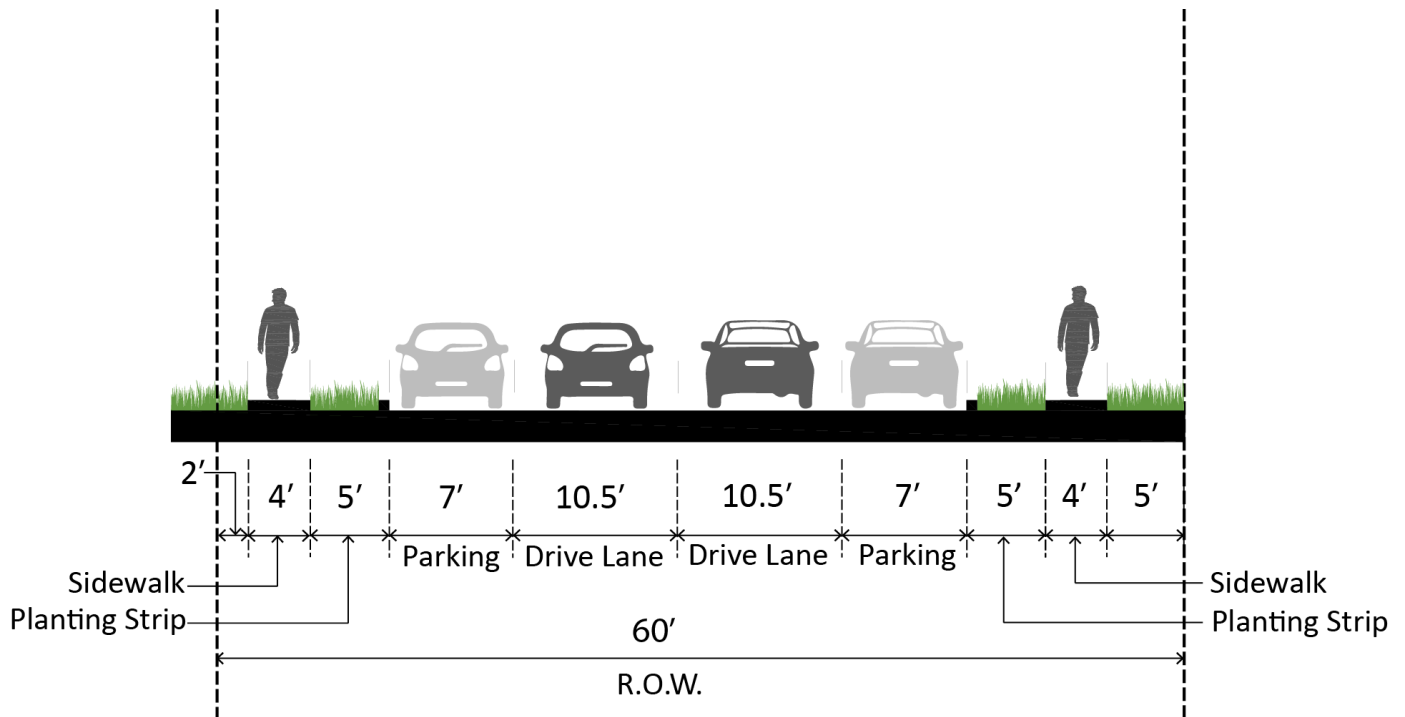


Figure 68: **Lanark Way**

- From Sutherland Road to Colesville Road
- Proposed Section: 2 lane section with on-street parking and sidepaths

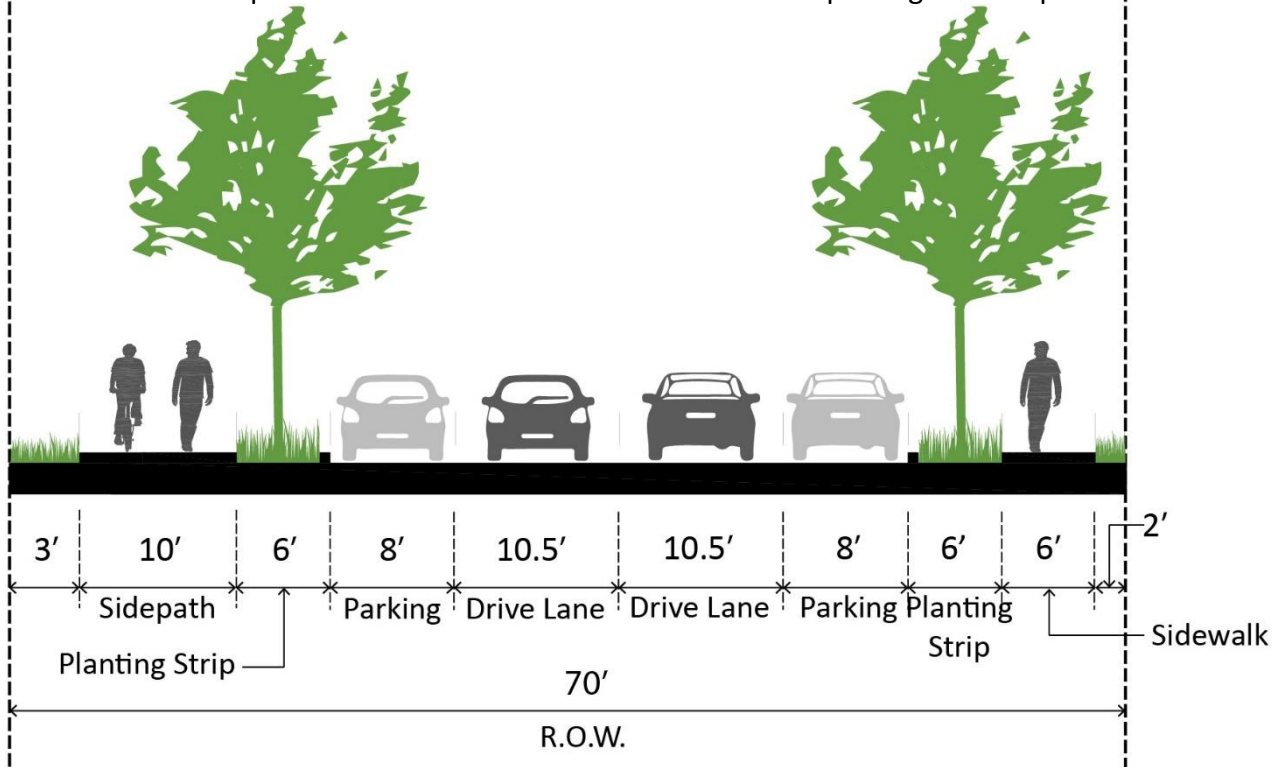
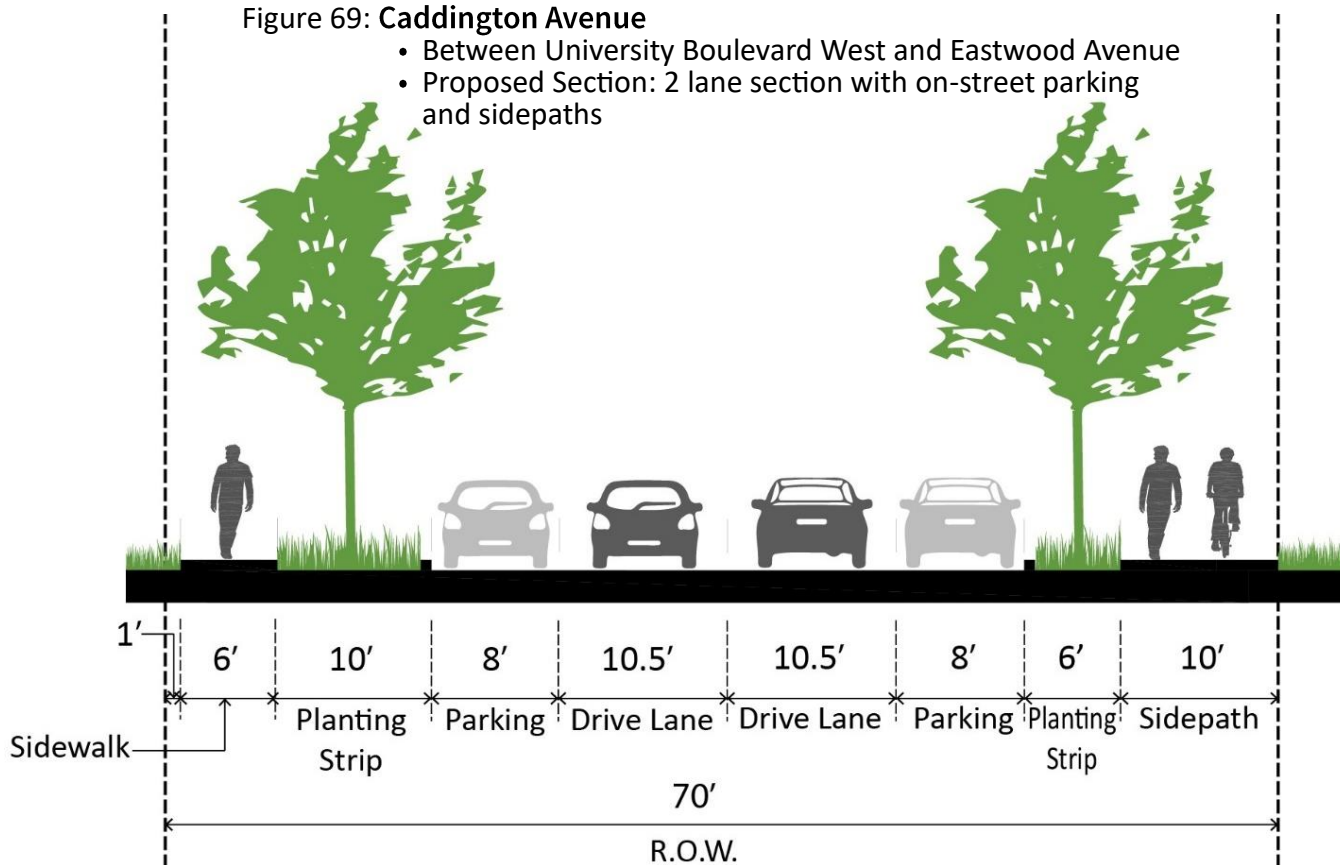


Figure 69: **Caddington Avenue**

- Between University Boulevard West and Eastwood Avenue
- Proposed Section: 2 lane section with on-street parking and sidepaths



VISION ZERO

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

The county's High Injury Network (HIN), which identifies streets with the highest incidences of serious and fatal collisions, includes State maintained roadways such as University Boulevard, as shown in Figure 70. The University Boulevard segment between Georgia Avenue (MD 97) and Colesville Road (U.S. 29), is included in the top five State maintained roadways in the HIN. In 2022, approximately 61% of the county's fatal crashes were on State maintained roadways, such as University Boulevard, with the remaining crashes on county and municipal roadways. Between 2015 and ~~late~~ 2024, motor vehicle crashes on University Boulevard in the Plan area resulted in ~~49-51~~ severe injuries and ~~four-five~~ fatalities, as shown in Figure 71. Four (4) of these fatal crashes (80%) and 38 of these severe injury crashes (75%) occurred on University Boulevard itself on the 3.4-mile segment between Amherst Avenue and East Indian Spring Drive.

Figure 70: High Injury Network

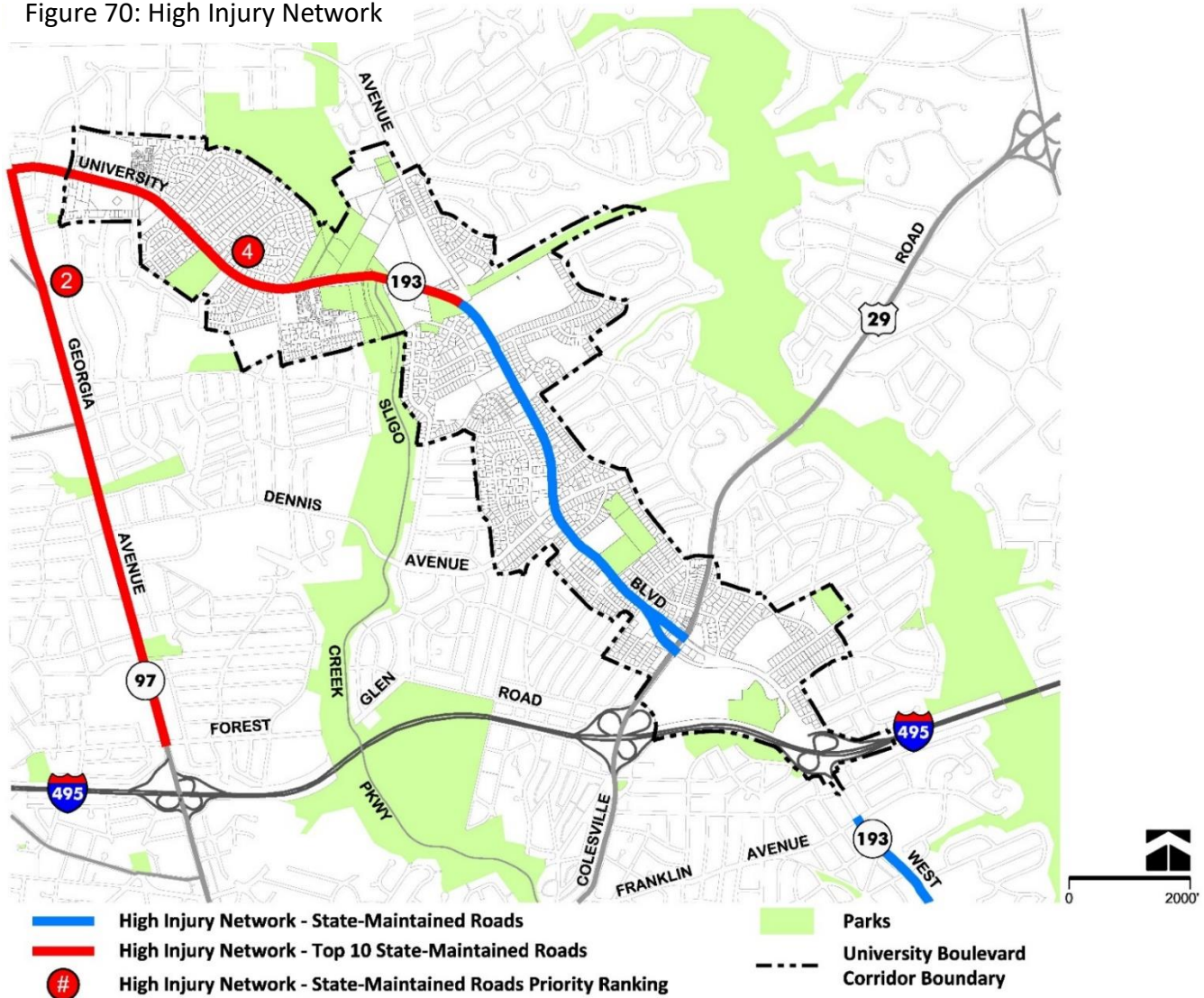
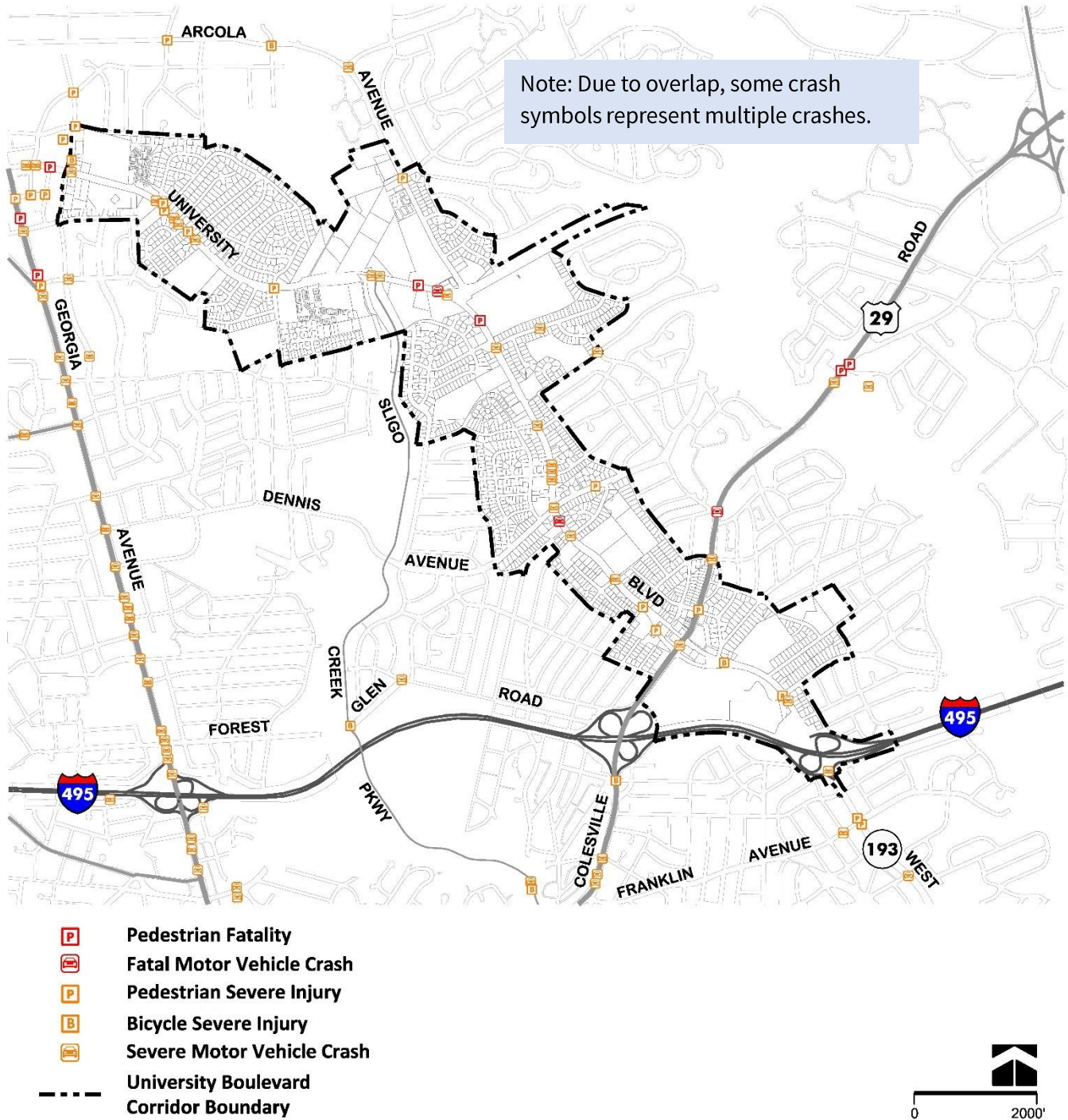


Figure 71: Severe and Fatal Crashes (2015-2024) [Figure to be Updated with Planning Board Draft]



STREET NETWORK RECOMMENDATIONS

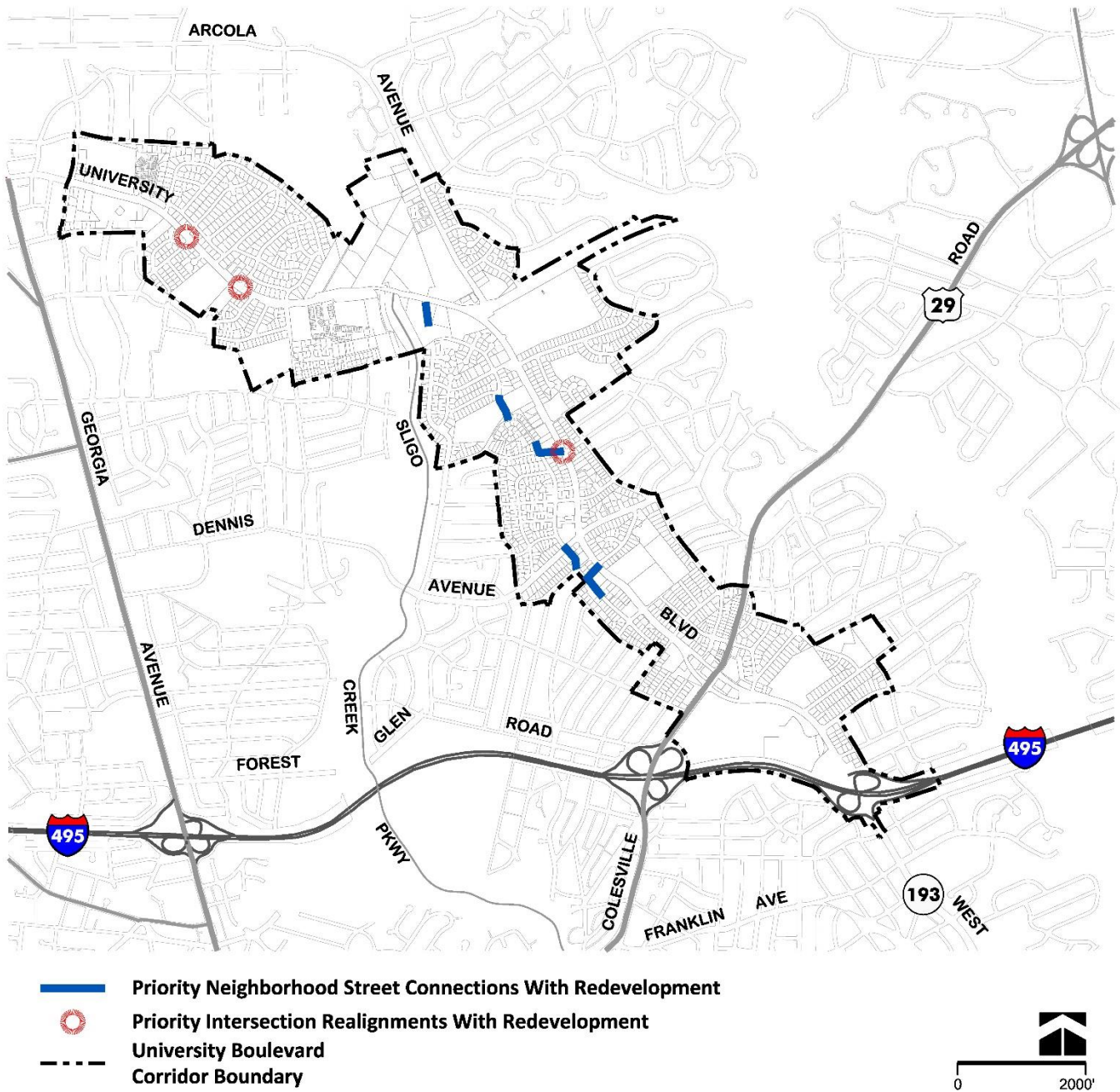
- Implement a connected network of streets along University Boulevard with redevelopment, as shown in Figure 72. Development should prioritize traffic calming as part of redevelopment to consider the context of neighborhood streets.
 - Realign existing streets across University Boulevard to support intersection signalization, manage vehicular access, smooth vehicular traffic progression, and reduce the spacing between protected pedestrian crossings. Priority locations for future realignment include Markwood Drive / Dayton Street; Nicholas Drive / Pomander Court / Glenpark Drive; and Eisner Street / Orange Drive.
 - Connect streets to University Boulevard to manage vehicular access and improve local multimodal circulation. Priority locations include Tenbrook Drive / Access Road; Orange Drive; and Greenock Road / Royalton Road.
 - Connect parallel streets along the south/west side of University Boulevard to provide a more direct travel route for people walking and biking and to provide site access and local circulation for properties along University Boulevard in the event of their redevelopment. Priority locations include Breewood Road / Whitehall Street; Whitehall Street / Gilmore Drive; Gilmore Drive between Dennis Avenue and Dallas Avenue; and Gilmore Drive between Dallas Avenue and ~~Burnett~~Brunett Avenue.
 - Potential traffic calming as part of redevelopment could include:
 - Installing new sidewalks or sidepaths and street buffers consistent with Complete Streets Design Guide Neighborhood Yield Street, Neighborhood Street, Neighborhood Connector, or Area Connector guidance, as appropriate.
 - Striping on-street parking to visually narrow the vehicle travel lanes and reduce vehicle travel speeds even when on-street parking spaces are not occupied.
 - Alternating the side of the street with on-street parking in locations with enough width for on-street parking on only one side of the street to shift traffic horizontally and reduce vehicle travel speeds.
 - Installing curb extensions at the ends of striped on-street parking bays and in locations without on-street parking to narrow vehicle travel lane widths to the minimum consistent with the Complete Streets Design Guide.
 - Reducing curb radii to the minimum consistent with the Complete Streets Design Guide to reduce the speed of turning vehicles.
 - Installing speed humps, speed tables, or other traffic calming measures.
- 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, unless the Director of Transportation or the Director's designee determines that removing a channelized right-turn lane would significantly impair public safety.³
- Avoid the use of multiple dedicated left- and right-turn lanes such as, dual right-turn lanes.
- Minimize curb radii, using curb extensions rather than painted buffers. Include mountable curbs for emergency vehicle and truck access if necessary.
- Signalize, restrict, or close median breaks along University Boulevard.
- With redevelopment or implementation of BRT on University Boulevard, consolidate, remove, or relocate driveways from University Boulevard to other side streets and alleys, and limit future driveways.
- Install additional traffic enforcement and other tools to manage speeding along the corridor.
- Consider decorative crosswalks at the intersections of Arcola Avenue and Lamberton Drive, in the Four Corners area, and at institutional properties.⁴

³ The Plan does not recommend preventing right turns from Arcola Avenue to University Boulevard and does not recommend eliminating the right turn lane. The intersection should be reconfigured to remove the channelized right-turn while maintaining three approach lanes on Arcola Avenue. The exact lane assignment, or evaluation of any potential right turn on red restriction will be determined by implementing agencies with the completion of intersection improvements.

⁴ “Decorative crosswalks are marked pedestrian crossings across a roadway that include a colored and/or textured pattern, aesthetic, or artistic mural element within its horizontal white boundaries. They can also be referred to as art crossings or creative crosswalks.” Green, Josh and Wong, Tyler (2023). *Decorative Crosswalk Case Study Series: ITE Informational Report* (Publication No. IR-153-E 978-1-7377661-4-8). Institute of Transportation Engineers. www.ite.org.

Figure 72: Priority Neighborhood Street Connections with Redevelopment



I-495 INTERCHANGES

The interchanges with Interstate 495 at Colesville Road and University Boulevard are an unsafe and challenging environment for people walking, biking, and rolling. Long crosswalks across ramps expose people walking, biking, and rolling to high-speed vehicular traffic that is entering and exiting the interstate, while narrow sidewalks directly adjacent to high-speed traffic are uncomfortable for the people using them.

This Plan recommends:

- Reconfigure the interchanges with I-495 at Colesville Road and University Boulevard to improve safety for all modes.
 - a.** Interim recommendations:
 - i. Ensure that existing pavement markings are in good operating condition using high-visibility treatments.
 - ii. Ensure consistent levels of lighting throughout the corridor and eliminate “dark zones” by adding appropriate lighting where necessary.
 - iii. Trim foliage to avoid blocking lighting, signage, and sight distances at ramps, intersections, and pedestrian crossings.
 - iv. Consider a coordinated, HAWK-type signal at existing pedestrian ramp crossings to provide a protected pedestrian crossing phase.
 - b.** Long-term recommendations:
 - i. Reconstruct interchange ramps to conventional 90-degree intersections instead of merge lanes, consistent with MDOT SHA Bicycle and Pedestrian Design Guidelines.
 - ii. Signalize all turning movements to provide protected phases for pedestrian and bicyclist crossing.
 - iii. Orient curb ramps to the intended direction of travel for people walking, rolling, and biking, typically perpendicular to crossing vehicular traffic.
 - iv. Reduce corner radii to calm vehicular traffic speeds and provide additional cues to drivers that they are exiting a controlled highway and entering a multimodal environment.
 - v. Consider grade-separated crossings of the I-495 ramps on the west side of Colesville Road, particularly at the westbound on-ramp where two planned uncontrolled onramp lanes would present a significant barrier to crossings for people walking, biking, and rolling.

FOUR CORNERS STREET NETWORK

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

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

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

Historic Feature: Four Corners

In 1952, Maryland Governor McKeldin and the Wheaton community celebrated the opening of an improved dual-highway Georgia Avenue that enhanced accessibility of the region from Washington, D.C. The east and west connections, however, remained treacherous. In 1954, public frustration reached a pinnacle after the death of a 12-year-old killed walking home from school along University Boulevard. Shortly thereafter, the *Sunday Star* ran an article titled “Story of a Road---Route 193 Is Worst of Its Kind in Maryland: Civic Group Battle to Renovate Link Neglected for Years.” The article noted that the road served a local population of approximately 100,000 people, carried an average daily traffic volume of 10,000 vehicles, and had 350 accidents over the past five years that resulted in \$75,000 in property damages, three fatalities, and more than 100 injuries. Drivers nicknamed the road the “Old Bladensburg Rut.”

The Maryland State Roads Commission proceeded to make changes to the roadway, including amending the right-of-way to eliminate problematic curves, and widening the road to allow for a modern dual urban highway with multiple lanes traveling in each direction separated by a median. The project included the controversial bypass at Four Corners that divided the eastbound and westbound roadway around the existing Marvin Memorial Methodist Church and created the present-day circulation network at this intersection. The State Roads Commission completed the project by 1962.

FOUR CORNERS NEAR-TERM RECOMMENDATIONS

The near-term recommendations for Four Corners focus on improving multimodal safety, particularly for the most vulnerable travelers who are walking, biking, and rolling both to pass through the area and to access destinations within Four Corners. To support near-term implementation, the recommendations maintain the existing one-way couplet configuration of University Boulevard and ~~generally occur within the existing~~ minimize the need for additional dedicated public right-of-way, as shown in Figure 73.⁵

Figure 73: Four Corners Aerial [Figure to be Updated with Planning Board Draft]

This Plan recommends the following changes:

- ~~Reallocate existing right-of-way, minimize the acquisition of additional right-of-way, Repurpose one lane per direction~~ and relocate curbs along University Boulevard between Lorain Avenue and Lexington Drive to narrow the roadway and provide safer and more comfortable facilities for people walking, biking, and rolling and facilities to improve transit performance. These include:
 - ~~a.—an 11-foot sidewalk and 8-foot street buffer along the north side of eastbound University Boulevard, as shown in Figure 74;~~
 - ~~b.—a 16-foot Breezeway sidepath and 8-foot street buffer along the south side of eastbound University Boulevard;~~
 - ~~c.—a 10-foot sidewalk and 7-foot street buffer along the north side of westbound University Boulevard, as shown in Figure 75; and~~
 - ~~d.—an 8-foot sidewalk and 8-foot street buffer along the south side of westbound University Boulevard;~~
 - a. an 8-foot sidewalk and 6-foot street buffer along each side of westbound University Boulevard, as shown in Figure 8-1⁶ and Figure 8-2;⁷
 - b. a 10-foot sidepath and 6-foot street buffer along the south side of eastbound University Boulevard west of Colesville Road, as shown in Figure 8-3;⁸
 - c. an 8-foot sidewalk and 6-foot street buffer along the north side of eastbound University Boulevard west of Colesville Road, as shown in Figure 8-3;
 - d. a 10-foot sidepath and 10-foot street buffer along the south side of eastbound University Boulevard east of Colesville Road, as shown in Figure 8-4;⁹
 - e. an 8-foot sidewalk and 8-foot street buffer along the north side of eastbound University Boulevard, east of Colesville Road, as shown in Figure 8-4;
 - f. 11-foot dedicated bus lanes, 10-foot through-vehicle travel lanes, and 10-foot vehicle turn lanes, as shown on Figures 8-1 through 8-4.

⁵ Note: The US29 Bus Rapid Transit Phase 2 Project, currently in preliminary engineering, is not shown.

⁶ Cross-section varies along the extent described. Cross section represents STA 63 + 50 as shown on Plat No. 5437.

⁷ Cross-section varies along the extent described. Cross section represents a location immediately east of Colesville Road.

⁸ Cross-section varies along the extent described. Cross section represents STA 20 + 50 as shown on Plat No. 54377.

⁹ Cross-section varies along the extent described. Cross section represents STA 25 + 50 as shown on Plat No. 54212.

If, through facility planning, implementing partners determine that dedicated bus lanes through Four Corners are not necessary to improve transit performance, right-of-way width shown for dedicated bus lanes should be reallocated to provide safer and more comfortable facilities for people walking, biking, and rolling, prioritizing a Breezeway bicycle facility along the south side of eastbound University Boulevard; any remaining right-of-way width from dedicated bus lanes determined to be not necessary to improve transit performance should be reallocated to reduce the overall cross-section width.

Cross sections depicting an interim condition that does not require additional right-of-way are depicted in Figure 8-5,¹⁰ Figure 8-6,¹¹ and Figure 8-7.¹² Eastbound University Boulevard East has an existing 10' sidepath and 10' planting strip on the south side and, with the reallocation of lane widths, should not require additional right-of-way to implement the 8' planting strip and 8' sidewalk on the north side.

If a Breezeway bicycle facility cannot be provided along the south side of eastbound University Boulevard, implement a Breezeway bicycle facility parallel to University Boulevard that connects the planned sidepaths along University Boulevard west of Lorain Avenue to the planned Breezeway bicycle facility along Pierce Drive.

- Implement protected crossings at the intersection of Lorain Avenue and University Boulevard.
- Minimize crossing distances—and hence exposure to conflicting vehicle movements—for people walking, biking, and rolling by reducing inside vehicle travel lanes to 10 feet wide and reducing the number of through-vehicle travel lanes on University Boulevard from three per direction to two per direction.
- Reduce the curb radii at all intersecting streets to the minimum consistent with the *Complete Streets Design Guide*. Prioritize the safety of people walking, biking, and rolling over the speed and convenience of turning vehicles and following vehicles that might need to reduce their speed.

¹⁰ Cross-section varies along the extent described. Cross section represents STA 63 + 50 as shown on Plat No. 5437.

¹¹ Cross-section varies along the extent described. Cross section represents a location immediately east of Colesville Road.

¹² Cross-section varies along the extent described. Cross section represents STA 20 + 50 as shown on Plat No. 54377.

FOUR CORNERS LONG-TERM VISION

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

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

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

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:

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

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

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

- Coordinating among property owners adjacent to University Boulevard. Some elements of the long-term vision would require assembly of multiple parcels and/or agreements to transfer public and private land to reconfigure streets and form parcels that are more supportive of high-quality development. Coordination would be required among some or all of the private and institutional property owners south of westbound University Boulevard, the State Highway Administration, and/or Montgomery County Public Schools.
- Addressing vehicular turning movements between University Boulevard and Colesville Road. The existing configuration relies on “jughandle” left turns from Colesville Road onto University Boulevard that would not be available with some of the long-term vision elements.
- Addressing neighborhood access. Existing neighborhoods adjacent to Four Corners to the southwest, northwest, and northeast have limited access to and from University Boulevard and Colesville Road. Unsignalized neighborhood access locations require challenging and potentially dangerous maneuvers like left turns across multiple lanes of oncoming traffic and crossings where people may be walking, biking, and rolling. Alternatively, driving to avoid these locations requires additional out-of-direction travel that contributes to traffic congestion on Colesville Road and University Boulevard and increases the volumes of vehicles on neighborhood streets. Long-term vision elements should seek to maintain or improve neighborhood access while, consistent with other Plan recommendations, closing or signalizing median breaks to improve multi-modal safety.
- Addressing traffic and traffic safety within adjacent neighborhoods. Although many of these streets are outside the Plan Area boundary, they should be evaluated as part of advancing long-term vision elements to ensure infrastructure provides appropriate space for people to safely walk, bike, roll, and travel by car. Potential solutions may include:
 - Designating selected streets as Neighborhood Connectors or Area Connectors and designing them to the guidance in the *Complete Streets Design Guide*. This includes elements to achieve the 20 mph and 25mph target speeds for these street types, respectively.
 - Installing new sidewalks or sidepaths and street buffers consistent with Complete Streets Design Guide Neighborhood Yield Street, Neighborhood Street, Neighborhood Connector, or Area Connector guidance, as appropriate.
 - Striping on-street parking to visually narrow the vehicle travel lanes and reduce vehicle travel speeds even when on-street parking spaces are not occupied.
 - Alternating the side of the street with on-street parking in locations with enough width for on-street parking on only one side of the street to shift traffic horizontally and reduce vehicle travel speeds.
 - Installing curb extensions at the ends of striped on-street parking bays and in locations without on-street parking to narrow vehicle travel lane widths to the minimum consistent with the *Complete Streets Design Guide*.
 - Reducing curb radii to the minimum consistent with the *Complete Streets Design Guide* to reduce the speed of turning vehicles.
 - Installing speed humps, speed tables, or other traffic calming measures.

This Plan recommends:

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

Table 1: University Boulevard Corridor Plan – Street Classification, Target Speed, Right of Way, Transit Lane, and Bike Facility Recommendations

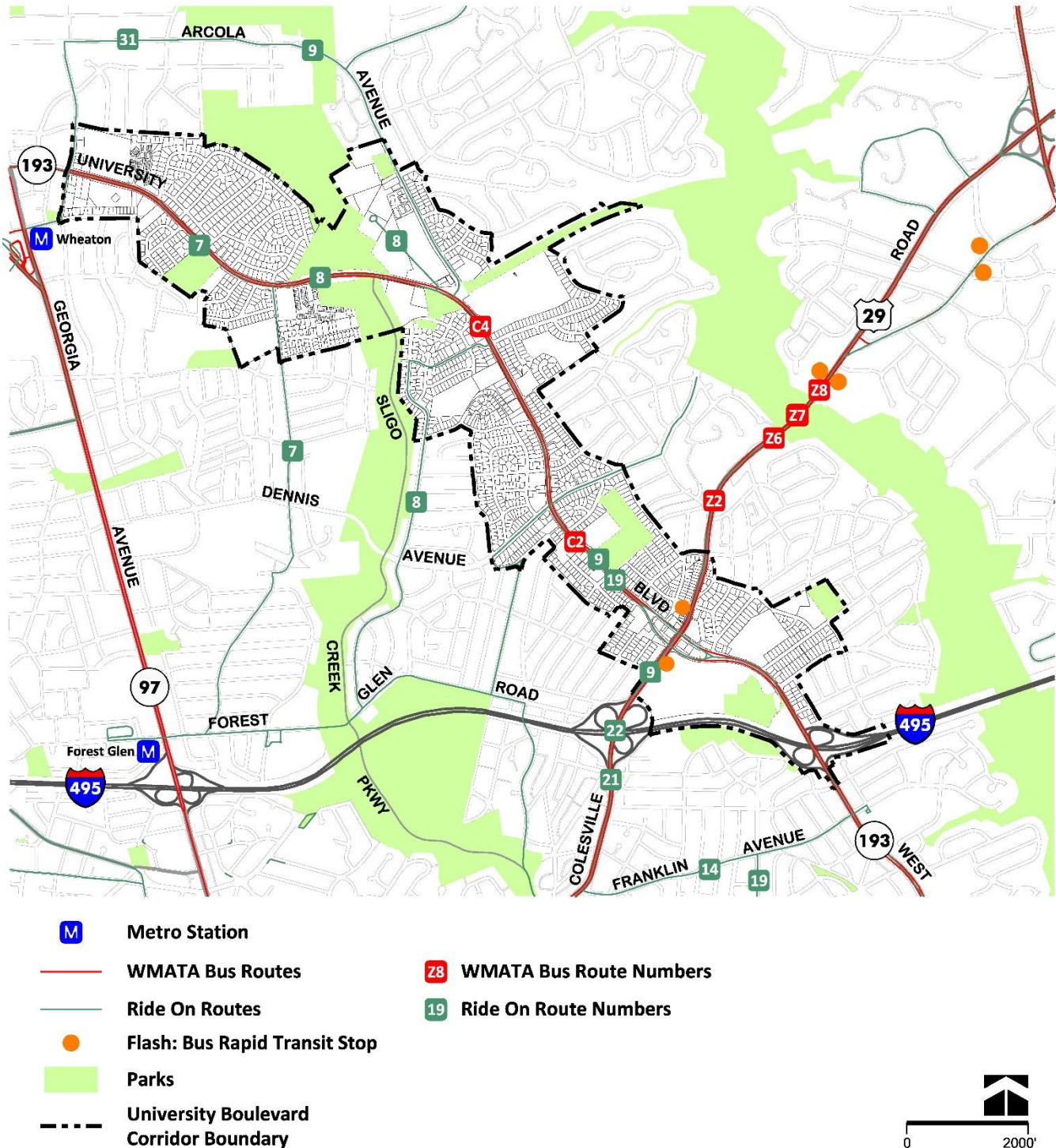
Roadway	From	To	County Classification
Growth Corridor Boulevard			
University Blvd (MD 193)	Downtown Wheaton Boundary	Dayton St	Growth Corridor Boulevard
University Blvd (MD 193)	Dayton St	Four Corners Town Center Boundary (Lorain Ave)	Growth Corridor Boulevard
University Blvd (MD 193)	Lexington Dr	Williamsburg Dr	Growth Corridor Boulevard
University Blvd (MD 193)	Williamsburg Dr	Eastern Plan Area Boundary (E Indian Spring Dr)	Growth Corridor Boulevard
Colesville Rd	Plan Area Southern Boundary (460' south of Lanark Way)	Four Corners Town Center Southern Boundary	Growth Corridor Boulevard
Colesville Rd	Four Corners Town Center Northern Boundary (Timberwood Ave)	Plan Area Northern Boundary (Lorain Ave)	Growth Corridor Boulevard
Downtown Boulevard			
University Blvd (MD 193)	Western Plan Area Boundary (Amherst Avenue)	Downtown Wheaton Boundary	Downtown Boulevard
Town Center Boulevard			
University Blvd (MD 193; eastbound) ¹	Lorain Ave	Lexington Dr Colesville Rd	Town Center Boulevard
University Blvd (MD 193; eastbound) ²	Colesville Rd	Lexington Dr	Town Center Boulevard
University Blvd (MD 193; westbound) ³	Lexington Dr Colesville Rd	Lorain Ave	Town Center Boulevard
University Blvd (MD 193; westbound) ⁴	Lexington Dr	Colesville Rd	Town Center Boulevard
Colesville Rd	Four Corners Town Center Southern Boundary	University Blvd	Town Center Boulevard
Colesville Rd	University Blvd	Four Corners Town Center Northern Boundary (Timberwood Ave)	Town Center Boulevard
Town Center Street			
Blueridge Ave (Proposed)	Amherst Ave	Bucknell Dr	Town Center Street
Hickerson Dr (Proposed)	Amherst Ave	Bucknell Dr	Town Center Street
Bucknell Dr (Proposed)	University Blvd	Blueridge Ave	Town Center Street
Lamberton Dr	920' West of Arcola Ave	Arcola Ave	Town Center Street
Access Rd (Proposed)	University Blvd	Lamberton Dr	Town Center Street
Area Connector			
Arcola Ave	Plan Area Northern Boundary (630' North of Lamberton Dr)	University Blvd	Area Connector
Dennis Ave	Plan Area Western Boundary (Procter St)	University Blvd	Area Connector
Lanark Way	Sutherland Rd	Colesville Rd	Area Connector
Neighborhood Connector			
Blueridge Ave	Bucknell Dr	Naim Farmhouse Ct	Neighborhood Connector
Reedie Dr	Amherst Ave	Dodson Ln	Neighborhood Connector
Inwood Ave	University Blvd	Plan Area Southern Boundary (Jasper St)	Neighborhood Connector
Lamberton Dr	Arcola Ave	Plan Area Eastern Boundary (Monticello Ave)	Neighborhood Connector
Kenbrook Dr	Arcola Ave	Plan Area Eastern Boundary (Bybee St)	Neighborhood Connector
Tenbrook Dr	Gabel St	Plan Area Southern Boundary (Whitehall St)	Neighborhood Connector
Caddington Ave	University Blvd	Eastwood Ave	Neighborhood Connector
Caddington Ave	Eastwood Ave	Loxford Terr	Neighborhood Connector
Edgewood Ave	Hannes St	Lorain Ave	Neighborhood Connector
Dennis Ave	University Blvd	Edgewood Ave	Neighborhood Connector
Brunett Ave	Plan Area Southern Boundary (Harding Dr)	University Blvd	Neighborhood Connector
Lanark Way	Western Plan Area Boundary (Lorain Ave)	Sutherland Rd	Neighborhood Connector
<p>NOTE: Minimum rights-of-way do not generally 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.</p> <p>^[1] Cross-section varies along the extent described. Cross section represents STA 20 + 50 as shown on Plat No. 54377.</p> <p>^[2] Cross-section varies along the extent described. Cross section represents STA 25 + 50 as shown on Plat No. 54212. East of the Montgomery Blair High School entrance, there are 2 Planned Traffic Lanes.</p> <p>^[3] Cross-section varies along the extent described. Cross section represents STA 63 + 50 as shown on Plat No. 5437.</p> <p>^[4] Cross-section varies along the extent described. Cross section represents a location immediately east of Colesville Road.</p>			

Target Speed (MPH)	Proposed Right of Way (Feet; Minimum)	Existing Traffic Lanes	Planned Traffic Lanes	Planned Dedicated Transit Lanes	Bike Facility (Left Side)	Bike Facility (Right Side)	Bikeway Prioritization (Tier 1 = Highest)
30	126	6	4	2	Sidepath	Sidepath	Tier 1
30	124	6	4	2	Sidepath	Sidepath	Tier 1
30	124	6	4	2	Sidepath	Sidepath	Tier 1
30	124	6	4	2	Sidepath	Sidepath	Tier 2
30	120	6	6	2	None	None	—
30	120	6	6	1	None	None	—
25	126	6	4	2	Sidepath	Sidepath	Tier 1
30	7481	3	2	01	None	Breezeway Sidepath	Tier 1
30	68	3	3	1	None	Sidepath	Tier 1
30	6469	3	2	01	None	None	—
30	89	4	3	1	None	None	—
30	120	6	6	2	None	Sidepath	(Existing)
30	120	6	6	2	None	None	—
25	75	n/a	2	0	1-Way Separated Bike Lane	1-Way Separated Bike Lane	Tier 2
25	75	n/a	2	0	1-Way Separated Bike Lane	1-Way Separated Bike Lane	Tier 2
25	75	n/a	2	0	1-Way Separated Bike Lane	1-Way Separated Bike Lane	Tier 2
25	75	n/a	2	0	1-Way Separated Bike Lane	1-Way Separated Bike Lane	Tier 2
25	75	2	2	0	1-Way Separated Bike Lane	1-Way Separated Bike Lane	Tier 2
20	75	2	2	0	None	Sidepath	Tier 2
20	80	2	2	0	Sidepath	None	Tier 2
20	70	2	2	0	Sidepath	None	Tier 2
20	65	2	2	0	None	None	—
20	65	2	2	0	None	None	—
20	65	2	2	0	None	None	—
20	65	2	2	0	None	None	—
20	65	2	2	0	None	None	—
20	65	2	2	0	None	Sidepath	Tier 3
20	65	2	2	0	None	None	—
20	65	2	2	0	Neighborhood Greenway	Neighborhood Greenway	Tier 3
20	75	2	2	0	Sidepath	Sidepath	Tier 3
20	60	2	2	0	Neighborhood Greenway	Neighborhood Greenway	Tier 2
20	65	2	2	0	None	None	—

TRANSIT

The Washington Metropolitan Area Transit Authority's (WMATA's) C2 and C4 Metrobus routes, which combined have the highest bus ridership in the State, more than 12,000 riders per weekday, run along University Boulevard, as do Montgomery County Ride On buses, including Routes 7, 8, and 9, as shown in Figure 76.

Figure 76: University Boulevard – Transit Access





Flash BRT Station

U.S. 29 FLASH SERVICE

The U.S. 29 Flash Orange and Blue Routes are the county's first BRT service, implemented in 2020. Both routes travel through the Four Corners area along Colesville Road, serving more than 2,200 riders per day on average and providing limited-stop service, with the Orange Route connecting Silver Spring and Briggs Chaney and the Blue Route connecting Silver Spring and Burtonsville. Phase two of the U.S. 29 Flash service will introduce median-running dedicated bus only lanes and place the BRT stops in the median of U.S. 29 at the intersection of University Boulevard and Colesville Road.

RIDE ON REIMAGINED

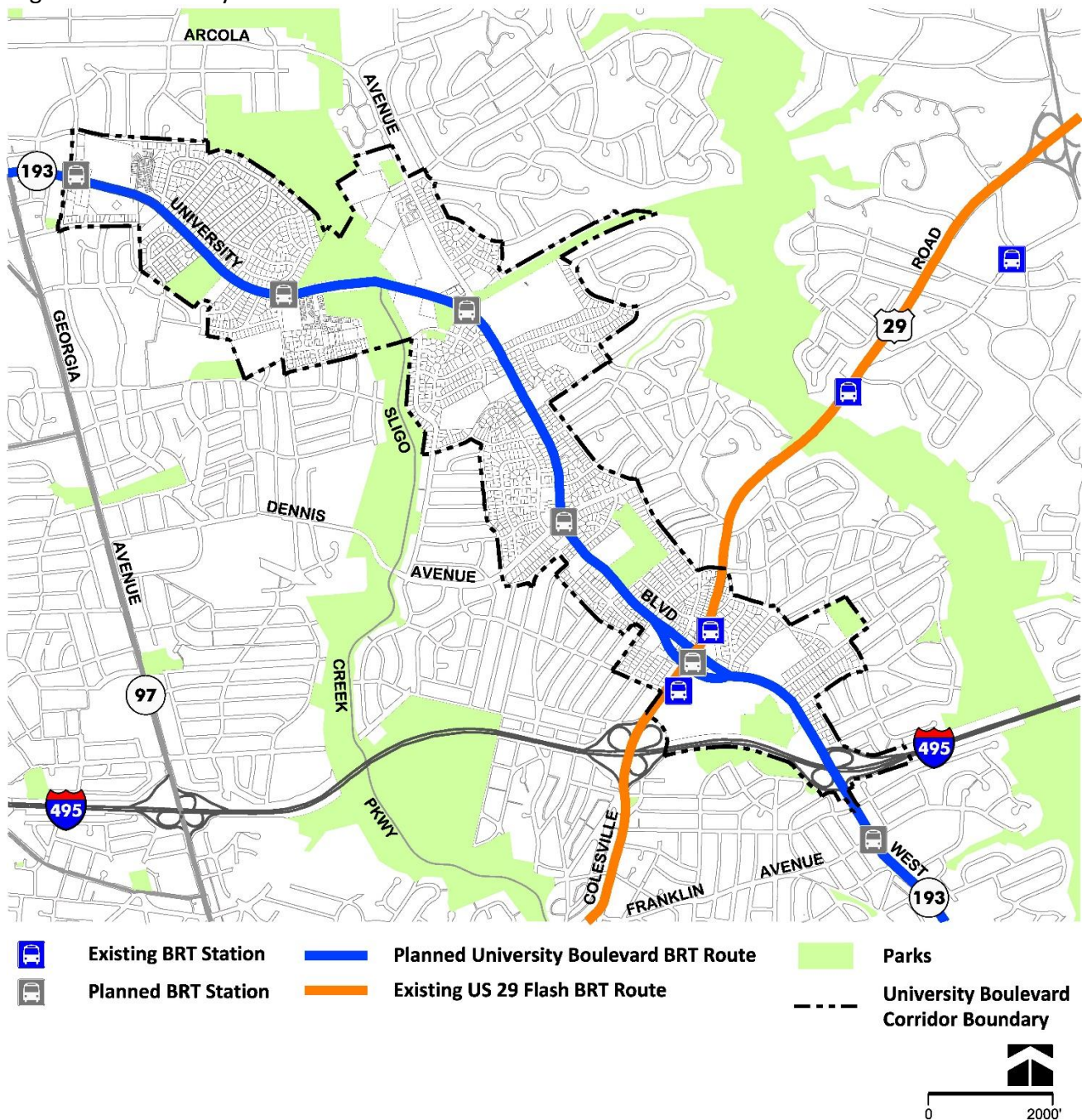
The Montgomery County Department of Transportation (MCDOT) is currently conducting a comprehensive reassessment of Ride On routes, called Ride On Reimagined, to determine the future needs of the county's local transit. This Plan supports enhanced Ride On services, such as on-demand transit service, for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

MD 193 BUS RAPID TRANSIT

The 2013 *Countywide Transit Corridors Functional Master Plan* recommended a BRT route between Wheaton and Takoma-Langley Park along University Boulevard (Corridor 8). The 2013 Plan identified five stops along University Boulevard within the Plan area: Amherst Avenue, Inwood Avenue, Arcola Avenue, Dennis Avenue, and U.S. 29, as shown in Figure 77. This Plan confirms the BRT stations identified in the 2013 Plan.

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

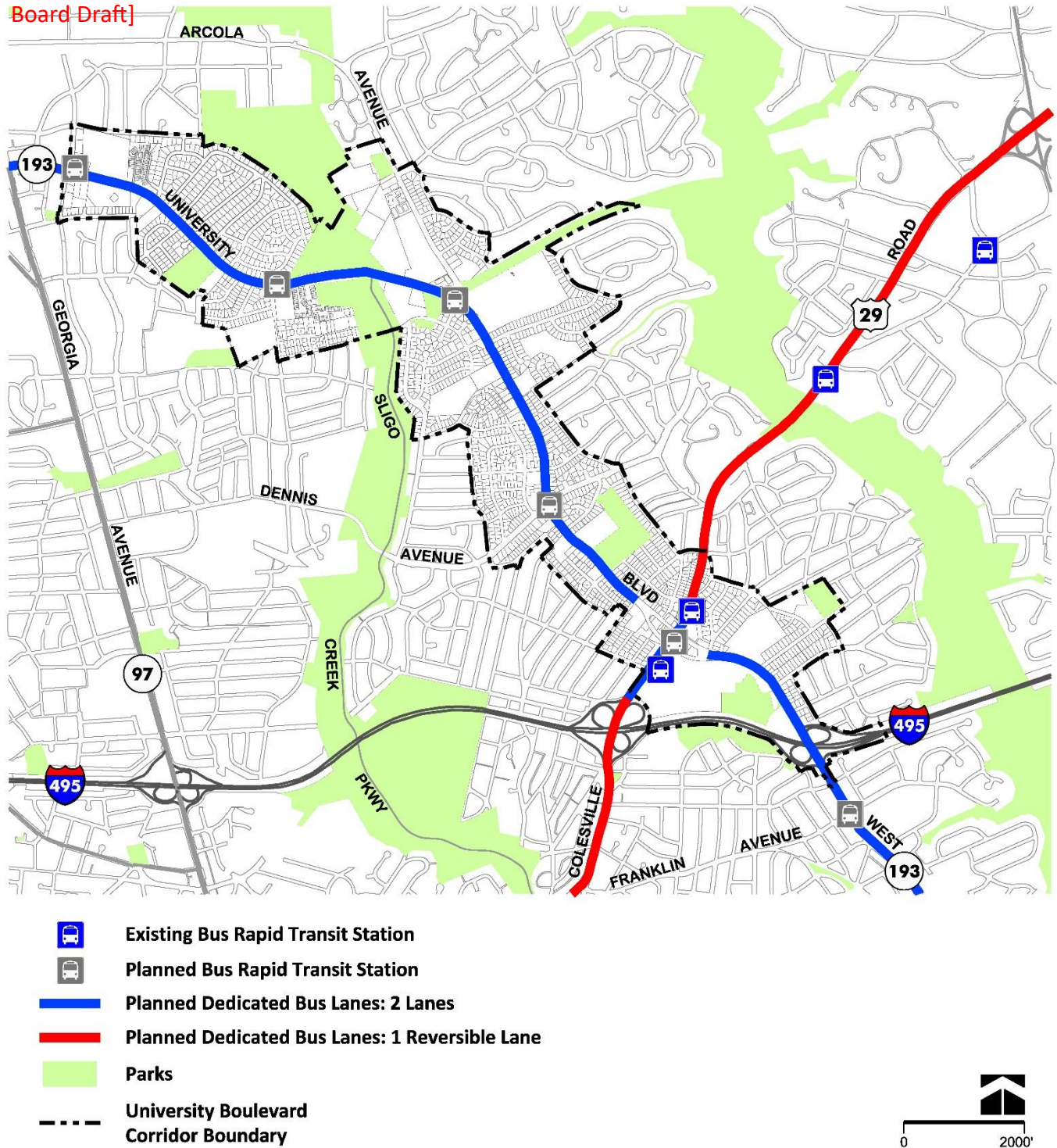
Figure 77: University Boulevard – BRT



TRANSIT RECOMMENDATIONS

- Provide dedicated transit lanes along Colesville Road (U.S. 29) and University Boulevard (MD 193), as shown in Figure 78.

Figure 78: University Boulevard – Planned Dedicated Bus Lanes [Figure to be Updated with Planning Board Draft]



- Ensure that all transit stops are ADA compliant with nearby protected pedestrian crossings.
- Improve the transit environment with new bus shelters along the corridor, especially at proposed BRT stops.
- Support micro-transit alternatives, such as on-demand door-to-door transit, which will contribute to additional transit use.
- In the long-term, explore whether a median BRT, or curb-running BRT approach is appropriate for the University Boulevard corridor, to the extent possible within the existing curb-to-curb dimension.
- ~~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—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.~~

BICYCLE AND PEDESTRIAN NETWORKS

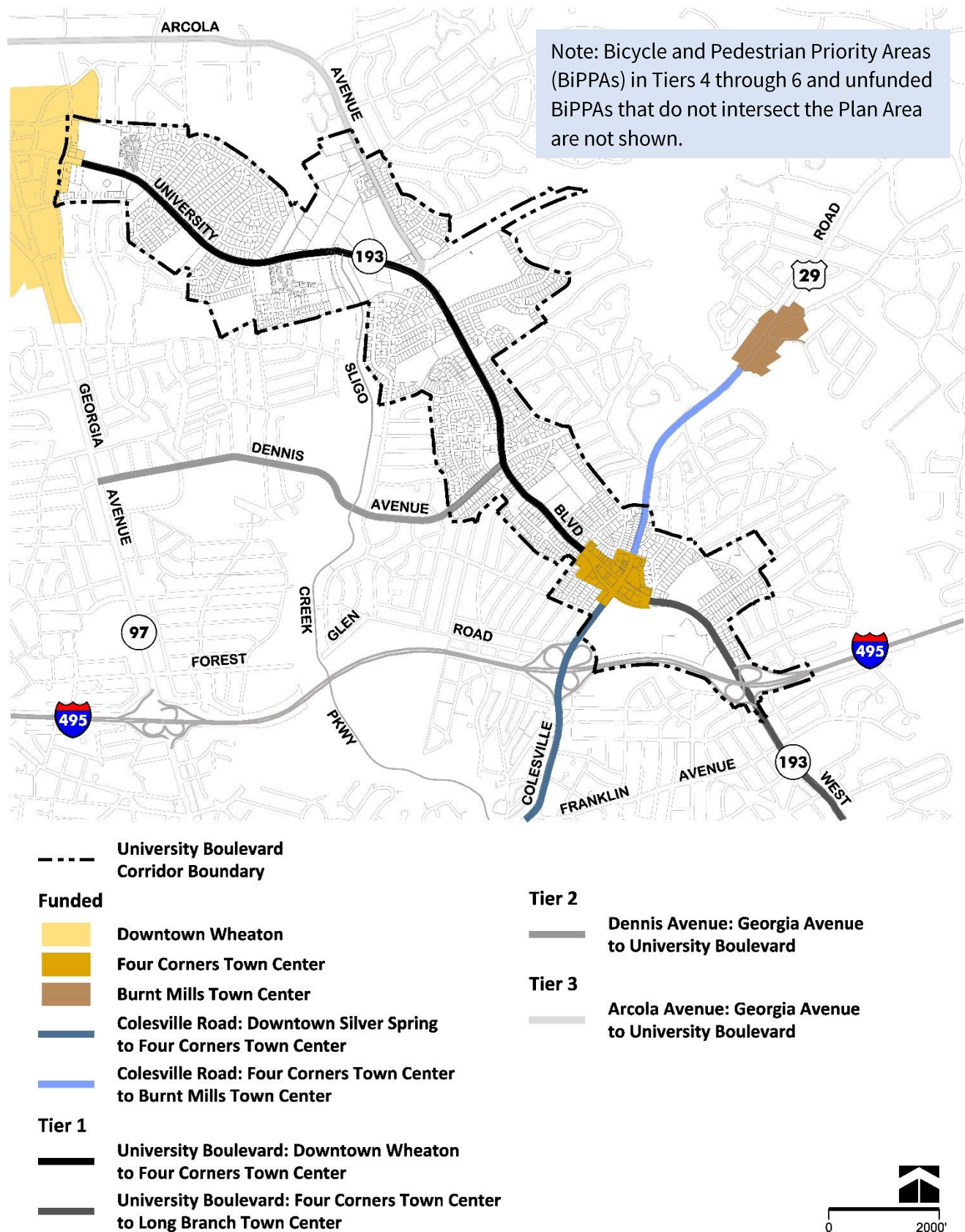
BICYCLE AND PEDESTRIAN PRIORITY AREAS (BiPPA)

The Bicycle and Pedestrian Priority Areas (BiPPA) funding program, established by the County Council in 2014, is one of the primary ways that the county funds pedestrian and bicycle improvements. The 2023 *Montgomery County Pedestrian Master Plan* has subsequently evolved the prioritization of three types of BiPPAs—Downtowns and Town Centers, Major Roads, and Neighborhoods—based on the greatest need for pedestrian and bicycle improvements, with emphasis on those parts of the county that are Equity Focus Areas, reflecting the county’s commitment to investing in communities that have been historically disadvantaged. BiPPAs are prioritized by tier, starting with those funded in the capital budget, followed by Tiers 1 through 6, in descending priority.

Figure 79 illustrates the BiPPAs in the Plan area. Four BiPPAs in the Plan area have been funded in the county’s capital budget: Downtown Wheaton, Four Corners, Colesville Road: Four Corners to Burnt Mills Town Center, and Colesville Road: Downtown Silver Spring to Four Corners Town Center. Four other “Major Road” BiPPAs are prioritized within the Plan Area: University Boulevard: Downtown Wheaton to Four Corners Town Center (Tier 1), University Boulevard: Four Corners Town Center to Long Branch Town Center (Tier 1), Dennis Avenue: Georgia Avenue to University Boulevard (Tier 2), and Arcola Avenue: Georgia Avenue to University Boulevard (Tier 3). Other “Neighborhood” BiPPAs within the Plan area are generally categorized as Tier 5.

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

Figure 79: Bicycle and Pedestrian Priority Areas (BiPPA)



Bicycle and Pedestrian Priority Areas Recommendations

- Fund the “University Boulevard: Downtown Wheaton to Four Corners Town Center” BiPPA in the County’s Capital Improvements Program.

PEDESTRIAN NETWORK

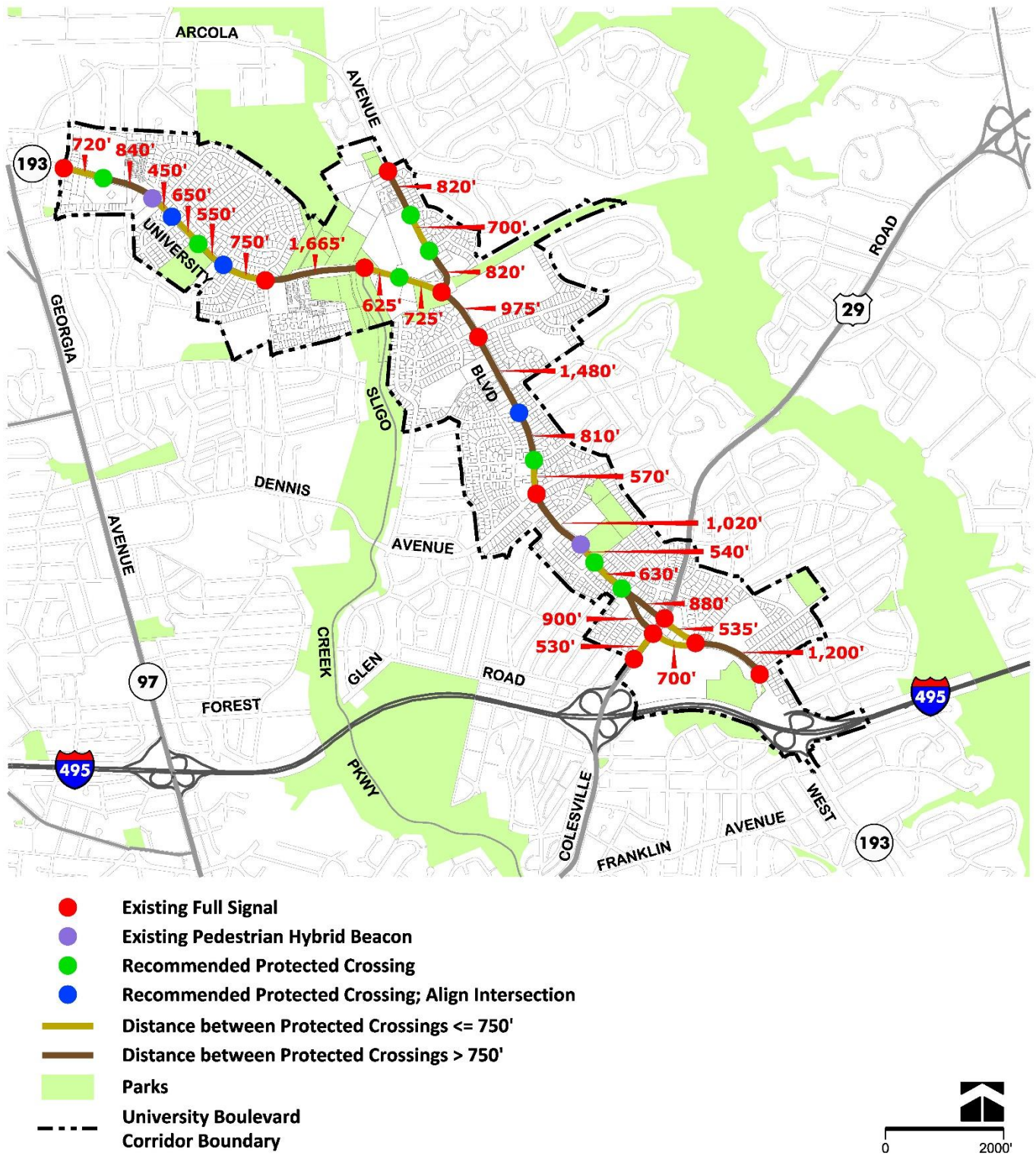
The 2023 *Pedestrian Master Plan* seeks to make “walking safer, more comfortable, more convenient, and more equitable by improving policy and programming, prioritizing infrastructure investments, and insisting on pedestrian-oriented design in all Montgomery County communities” (p.5).

Along most of University Boulevard, walking is considered undesirable due to existing sidewalks that are adjacent to travel lanes. Approximately 93% of University Boulevard is considered uncomfortable or undesirable, per the Pedestrian Level of Comfort methodology, with relatively narrow sidewalks, no buffer or bicycle facility between the sidewalk and adjacent traffic, and a speed limit of 35 miles per hour and even higher observed speeds.

Long distances between protected pedestrian crossings along the corridor, in some instances exceeding half a mile, contribute to an unsafe and challenging walking environment. The intersections of University Boulevard at Caddington Avenue and Dennis Avenue are more than a half mile apart. The spacing between most other intersections along University Boulevard is more than a quarter mile apart (Figure 80).

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

Figure 80: Protected Crossings



Pedestrian Network Recommendations

- Implement a complete network of comfortable walkways and bikeways, connected by safe, protected crossings.
 - 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.
 - Upgrade all intersections with high-visibility continental or ladder crosswalk markings for all pedestrian approaches.
 - Provide protected pedestrian crossings that are consistent with the CSDG maximum spacing for protected crossings, including at existing and new intersections and at mid-block locations where needed to achieve maximum crossing spacing. High priority recommended protected crossings are shown on Figure 81.

Figure 81: Pedestrian Connections



- Ensure ADA accessibility on all public pathways, including sidewalks, trails, and street crossings, in accordance with current best practices.
- Reduce crossing distances for people walking and biking and slow down turning vehicles at intersections.
- Ensure consistent street lighting along the corridor.
- Implement “No Right Turn on Red” restrictions at signalized intersections unless the Director of Transportation or the Director’s designee determines that installing a “No Right Turn on Red” restriction would significantly impair public safety.
- Provide Leading Pedestrian Intervals (LPI) that permit pedestrians advance times to cross MD 193 and intersecting streets at signalized intersections unless the Director of Transportation or the Director’s designee determines that installing a leading pedestrian interval would significantly impair public safety.
- Achieve a Pedestrian Level of Comfort (PLOC) score of 2 or better along and across the right-of-way.

BICYCLE NETWORK

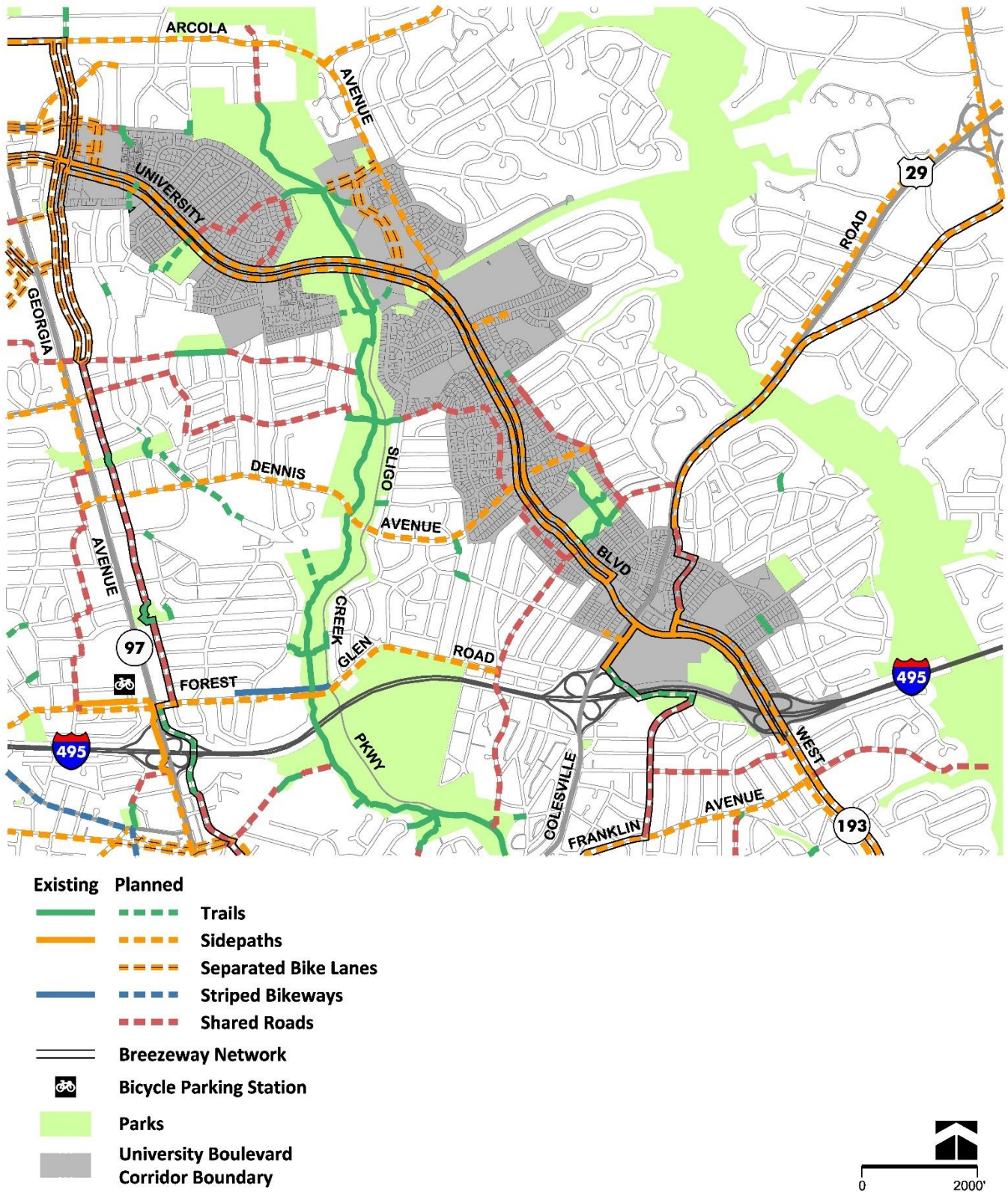
The Plan area generally lacks a direct, connected network of low-stress bicycle facilities. The Plan area has existing trails in Sligo Creek Parkway and North Four Corners Park. There are sidepaths along the Blair High School frontages of Colesville Road and University Boulevard. During the COVID-19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

The 2018 *Bicycle Master Plan* recommends a sidepath along the north side of University Boulevard as part of the proposed ‘breezeway’ network. Breezeways are proposed as a network of “bicycle arterials” linking major activity centers with high-quality bicycle facilities in which all users—including slower moving bicyclists and pedestrians—can safely and comfortably coexist while allowing faster bicyclists to travel with less delay. To minimize property acquisitions and remain within the master planned right-of-way for University Boulevard, this Plan instead recommends one 10-foot sidepath on each side of University Boulevard.

Bicycle Network Recommendations

- Implement a complete network of connected low-stress bicycle facilities (Figure 82).
 - a. Implement protected intersections at all intersections with existing or planned separated bike lanes, sidepaths, buffered bike lanes, or conventional bike lanes, consistent with the CSDG and the 2018 *Bicycle Master Plan*.
 - b. Implement long-term bicycle parking at destinations such as schools, trails, parks, and public open spaces; and large multifamily dwellings and employment or retail centers.
 - c. Implement a trail connection across I-495 for people walking, biking, and rolling, connecting Colesville Road to Indian Spring Terrace Local Park and Marshall Avenue, consistent with the 2018 *Bicycle Master Plan*.
 - d. Implement a paved trail connection for people walking, biking, and rolling between Reddie Drive and University Boulevard with redevelopment of the Har Tzeon-Agudath Achim property.
 - e. Implement a paved trail connection for people walking, biking, and rolling between Hannes Street and University Boulevard through the existing 30’ path dedication shown on Plat 3712

Figure 82: University Boulevard - Bikeways



Bikeshare

- Expand the bikeshare system in the Plan area to serve both residents and the visitors from nearby neighborhoods and CBDs. This recommendation is intended to include all forms of shared personal mobility technology, which includes but is not limited to dockless bikeshare, electric assist bikeshare, shared scooters and other forms to be developed in the future. Potential locations for future bikeshare stations and locations where dockless transportation vehicles should be routinely “re-stocked” include but are not limited to:
 - a. Multi-unit residential sites
 - b. Sligo Creek trailheads
 - c. Planned BRT stations
 - d. Wheaton Forest Local Park
 - e. Breewood Neighborhood Park
 - f. Kemp Mill Shopping Center
 - g. Near Northwood High School, close to University Boulevard and Arcola Avenue
 - h. North Four Corners Local Park
 - i. Woodmoor Shopping Center
 - j. Safeway, close to University Boulevard and Lorain Avenue
 - k. Montgomery Blair High School / Blair Local Park

MICROMOBILITY

Micromobility is expected to grow within the Plan area. More micromobility corrals should be provided as part of public capital projects and private developments so they are widely and conveniently available and riders learn to see them as an easy way to park the devices safely, conveniently, and in a way that does not hinder pedestrian access. Corrals should be built in accordance with MCDOT location and design specifications, including concrete pads, u-racks, scooter racks, lighting, and charging capability for both e-scooters and e-bikes.

Micromobility Recommendations

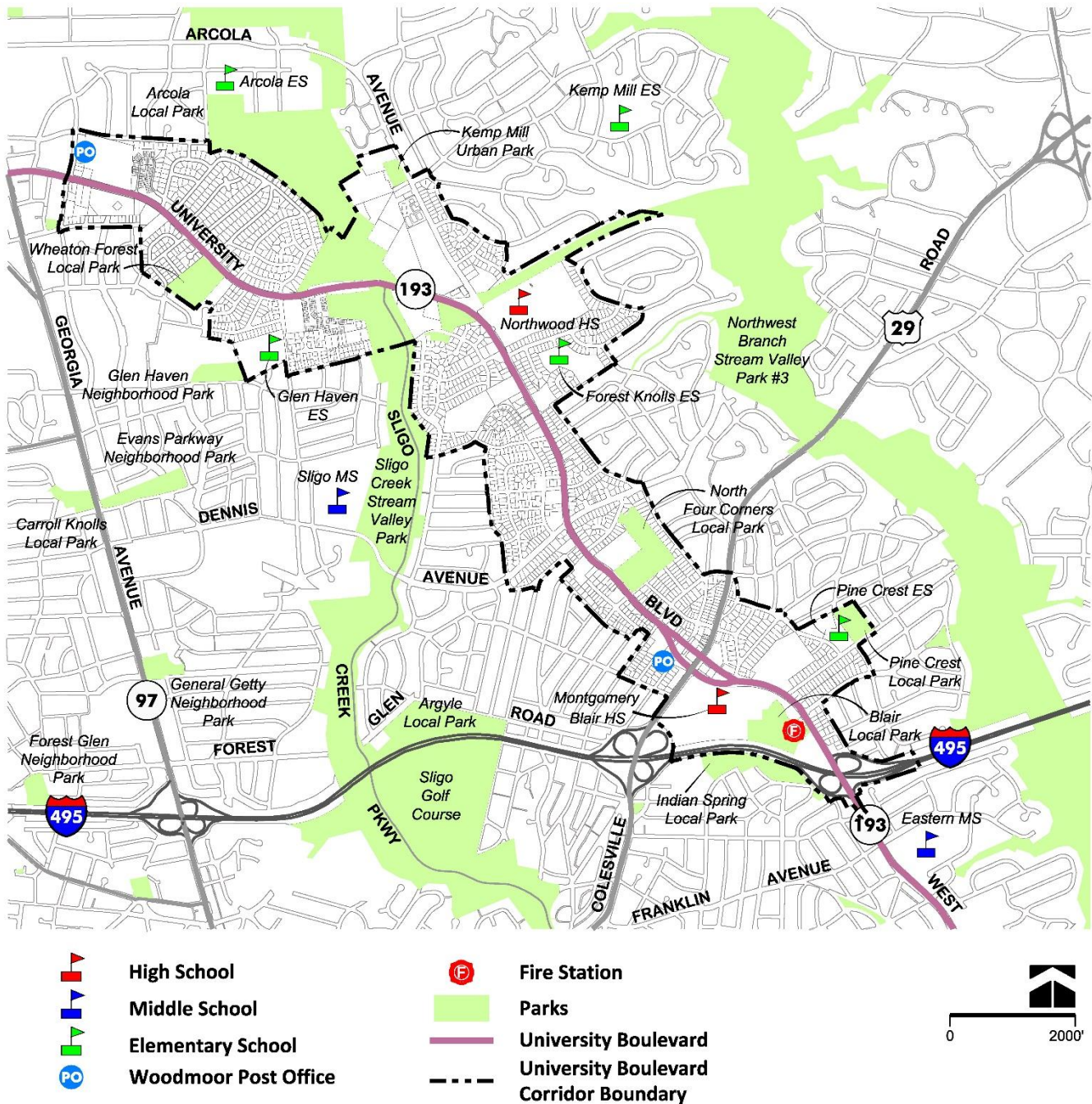
- Install new micromobility corrals in underutilized parking facilities, within available rights-of-way, near planned Bus Rapid Transit stations, and near civic gathering spaces, such as Wheaton Forest Local Park, Sligo Creek Stream Valley Park, Breewood Neighborhood Park, Northwood High School, North Four Corners Local Park, and Montgomery Blair High School.

CHAPTER 9: COMMUNITY FACILITIES

OVERVIEW

A broad range of public facilities, including three elementary schools, two high schools, and a fire station are in the Plan area (Figure 83). These facilities contribute to creating a vibrant community for existing and future residents and businesses. This Plan recommends retaining all existing public facilities and supporting efforts to co-locate new public facilities, if needed, in the future.

Figure 83: University Boulevard – Public Facilities



FIRE, RESCUE, AND EMERGENCY MEDICAL SERVICES

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



Silver Spring Fire Station 16

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

PUBLIC SAFETY

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

LIBRARIES

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

RECREATION CENTER

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

CHILD DAYCARE AND SENIOR SERVICES

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

While there are no dedicated senior centers in the Plan area, the neighborhoods along University Boulevard are served by three existing senior centers operated by the Montgomery County Department of Recreation: the Wheaton Senior Center, Silver Spring Senior Center, and the Margaret Schweinhaut Senior Center. There are, however, exclusive senior residential developments in the Plan area, including The Oaks at Four Corners and

Arcola Towers. Autumn Lake Healthcare at Arcola, located along Arcola Avenue, provides nursing care and rehabilitation services for seniors.

This Plan recommends additional child daycare and senior services as new development occurs in the Plan area.

REGIONAL SERVICES CENTERS

The Montgomery County Silver Spring Regional Service Center and the Midcounty Regional Service Center service areas are included in the Plan area and provide county services to residents and businesses. The Silver Spring service area is south of Dennis Avenue, including the Four Corners area and the Midcounty service area is north of Dennis Avenue. Both regional service centers conduct similar functions, including strengthening communications between communities and county agencies and this Plan supports these ongoing efforts. This Plan further supports additional engagement with the small business owners in the Four Corners and Kemp Mill areas.

FOOD SECURITY

The Montgomery County's *Food Council Security Plan* (2017) notes that the area northwest of Arcola Avenue and University Boulevard West, including the Warwick Apartments and Arcola Towers, has a food insecurity rate between 11 and 16%. Food insecurity, according to the Food Council's Plan, "is understood as the state of being without consistent, reliable access to a sufficient quantity of affordable, nutritious food. Lack of access to healthy nourishing food undermines the health and wellbeing of children and families" (p.10). Feeding America estimates that, approximately 6% of the county's population is estimated to be food insecure and nearly 13% of the county's children are food insecure.

This Plan supports new local farming opportunities, including community gardens and creating a new farmers market for the Plan area. Farmers markets could be considered in locations proposed for privately owned public space, including the WTOP property, the Kemp Mill Shopping Center, the Four Corners West Neighborhood, or the Woodmoor Shopping Center. This Plan also supports efforts by the Department of Health and Human Services (DHHS) and other County agencies to implement neighborhood-level strategies to address food insecurity and other local sources for food production.

PUBLIC SCHOOLS

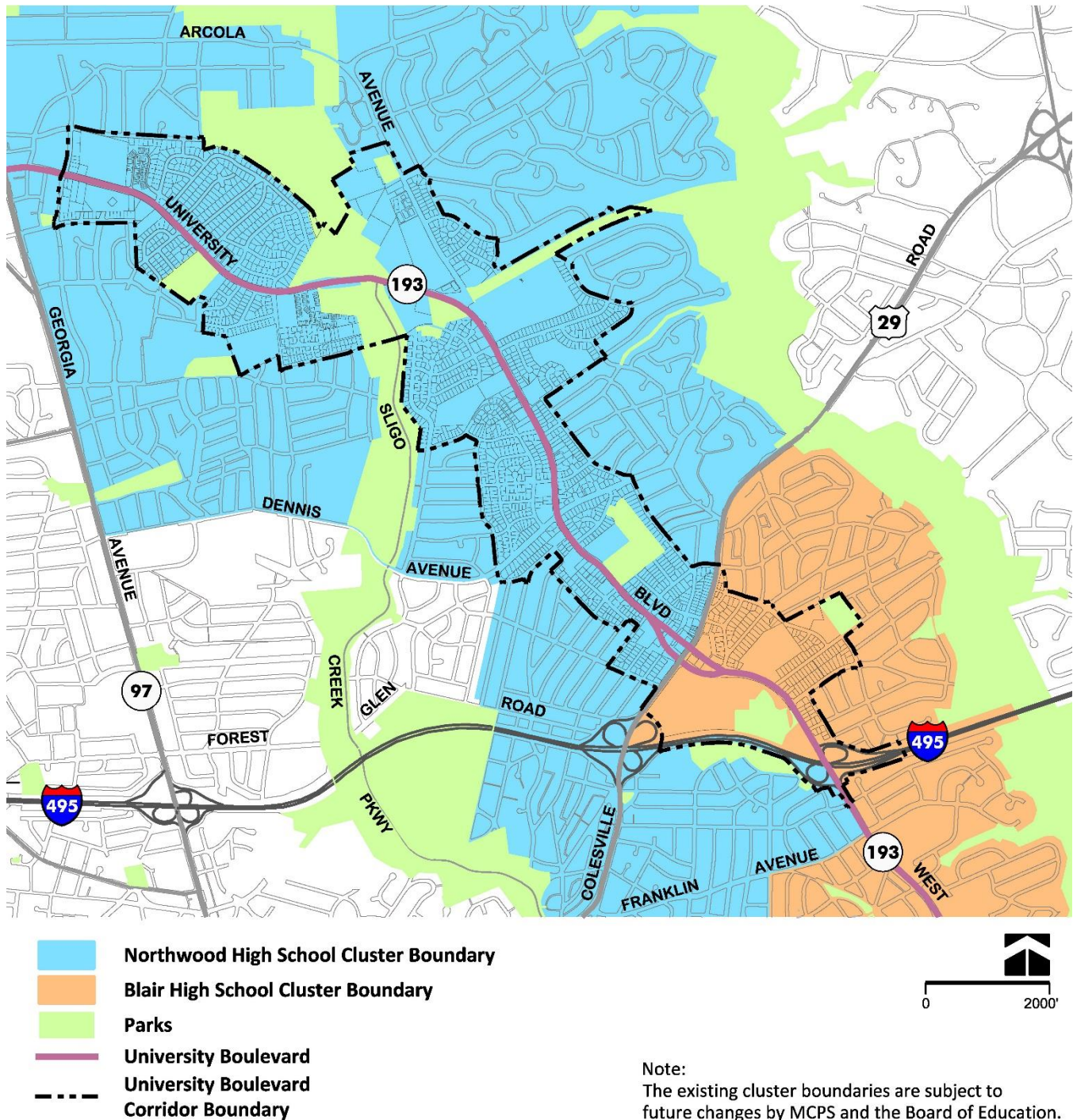
Public schools contribute to creating and defining a neighborhood and a larger community. There are five Montgomery County Public Schools (MCPS) in the Plan area: Northwood High School, Montgomery Blair High School, Forest Knolls Elementary School, Pine Crest Elementary School, and Glen Haven Elementary School. These schools are in the Downcounty Consortium, with the Northwood High School service area north of U.S. 29, and the Blair High School service area south of U.S. 29, as shown in Figure 84. As shown in Figure 84, the Plan area is



Blair High School

currently served by Arcola Elementary School, Forest Knolls Elementary School, Glen Haven Elementary School, Kemp Mill Elementary School, and Montgomery Knolls/Pine Crest Elementary School at the elementary school level, Eastern Middle School, Odessa Shannon Middle School, Silver Spring International Middle School, and Sligo Middle School at the middle school level, and at the high school level, Northwood High School and Montgomery Blair High School, which are part of the Down County Consortium.

Figure 84: University Boulevard – High School Clusters



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

Countywide, enrollment growth has started slowing down due to lower birth rates. The elementary and middle schools serving the Plan area have already seen their collective enrollment peak and started declining. The latest projections from Montgomery County Public Schools (MCPS) indicate that by 2030, across all the schools serving the Plan area, there will be about 440 surplus seats available at the elementary school level, and 500 at the middle school level. Enrollment is still growing at the high school level, ~~but the~~ the reopening of Charles Woodward High School and the addition at Northwood High School is scheduled to provide 3,000 additional seats to address the capacity needs across schools in the Down County Consortium and Walter Johnson High School. Before completing the high school capital projects, MCPS will determine the boundaries of the new school service area boundaries for the middle schools and high schools in the Down County Consortium, Bethesda-Chevy Chase, Walter Johnson and Whitman clusters. Collectively, there is projected to be over 750 surplus seats available in 2030 across all of the high schools identified in the Board of Education's approved boundary study scope.

There are limited opportunities in the Plan area to accommodate any typically sized public school, and existing parkland should not be considered for development by any public agency except for parks. Therefore, existing schools are recommended as a priority for future school needs. This Plan envisions that most of the future residential development will materialize as either attached or multi-family residential units. Build-out of this Plan's land use and zoning recommendations is anticipated to take many years, likely more than 10 to 20 years. Some of the anticipated redevelopment may not occur within the life of the Plan, and school enrollment trends in the Plan area will vary over the life of the Plan. In addition, the Plan area has not seen significant development for decades. MCPS enrollment forecasts and associated capital projects focus on a six-year time frame rather than over several decades. Therefore, new residential development that occurs because of the Plan will be evaluated for school adequacy by each project or phase individually at the time the application is reviewed for development approval.

PUBLIC SCHOOLS RECOMMENDATIONS

~~This Plan recommends a broad range of options to accommodate students from the Plan area at different school levels based on projected growth in the Plan area. As stated above, there is capacity at the elementary, middle, and high school levels, with the reopening of Charles Woodward and Northwood High Schools, to accommodate the Plan's anticipated growth over the next two decades.~~

Elementary Schools

~~The following alternatives are recommended to accommodate additional elementary school students from the Plan area, listed in order of priority:~~

- ~~• Determine if capacity is available at the elementary schools that serve the Plan area.~~

- ~~Add capacity to existing schools that service the Plan area. If additions are infeasible, consider reassigning students to a nearby school that has available capacity.~~
- ~~If elementary school enrollment increases cannot be met through expansion of existing elementary schools or through reassignments with available capacity, then the reopening of a former elementary school in the Downcounty Consortium that is owned by MCPS or Montgomery County could be considered.~~

Middle Schools

The following options are recommended to accommodate additional middle school students from the Plan area:

- Determine if there is available capacity at the middle schools serving the Plan area. Students residing in this area may choose which school to attend, based on program offerings. Most of the middle schools in the Downcounty Consortium are forecast to remain within their program and enrollment capacities in the long term.
- If additions are infeasible, then consider reassignments to schools with available capacity, or capable of additions.
- If middle school enrollment increases cannot be met through expansion of existing middle schools or through reassignments with available capacity, then the opening of a new middle school could be considered.

High Schools

The following options are recommended to accommodate additional high school students from this Plan:

- Determine if there is available capacity at the high schools that service the Plan area. Most of the high schools in the Downcounty Consortium are projected to exceed capacity in the long term.
- If enrollment exceeds the capacity of Downcounty Consortium high schools in the future, even with additions built, then explore reassignments to other high schools with available capacity, or capable of additions.
- If none of the previous options turns out to be sufficient, then consider opening a new high school.

Overall School Recommendations

If, during the life of the Plan, a school serving the Plan Area becomes overutilized, MCPS should consider reassigning students to an adjacent or nearby school where there is surplus capacity available before pursuing capital solutions. Public school districts across the country are experiencing enrollment declines that have led to school closures, and the enrollment and capacity utilization trends in MCPS are pointing to a similar direction. While current projections for schools serving the Plan area do not show an impending threat of closure in the near term, an increasing share of schools countywide, including one middle school and one elementary school that serves the Plan area, are operating at a level below the facility utilization range of 80 to 100 percent that MCPS describes as efficient.

CHAPTER 10: HISTORIC RESOURCES

HISTORIC RESOURCES LISTED IN THE MASTER PLAN FOR HISTORIC PRESERVATION

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

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

Recommendations:

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

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

ROMEO AND ELSIE HORAD HOUSE

This Plan recommends the designation of the Romeo and Elsie Horad House (M: 31-87) at 2118 University Boulevard West in the *Master Plan for Historic Preservation*. The property reflects the efforts and achievements of the Webster, Sewell, and Horad families to improve conditions for African American residents of Montgomery County.

Romeo Horad, an African American lawyer and realtor, challenged racial restrictive covenants in the District of Columbia, demanded and lobbied for improved educational facilities and infrastructure for Black communities in Montgomery County, established a



Horad House

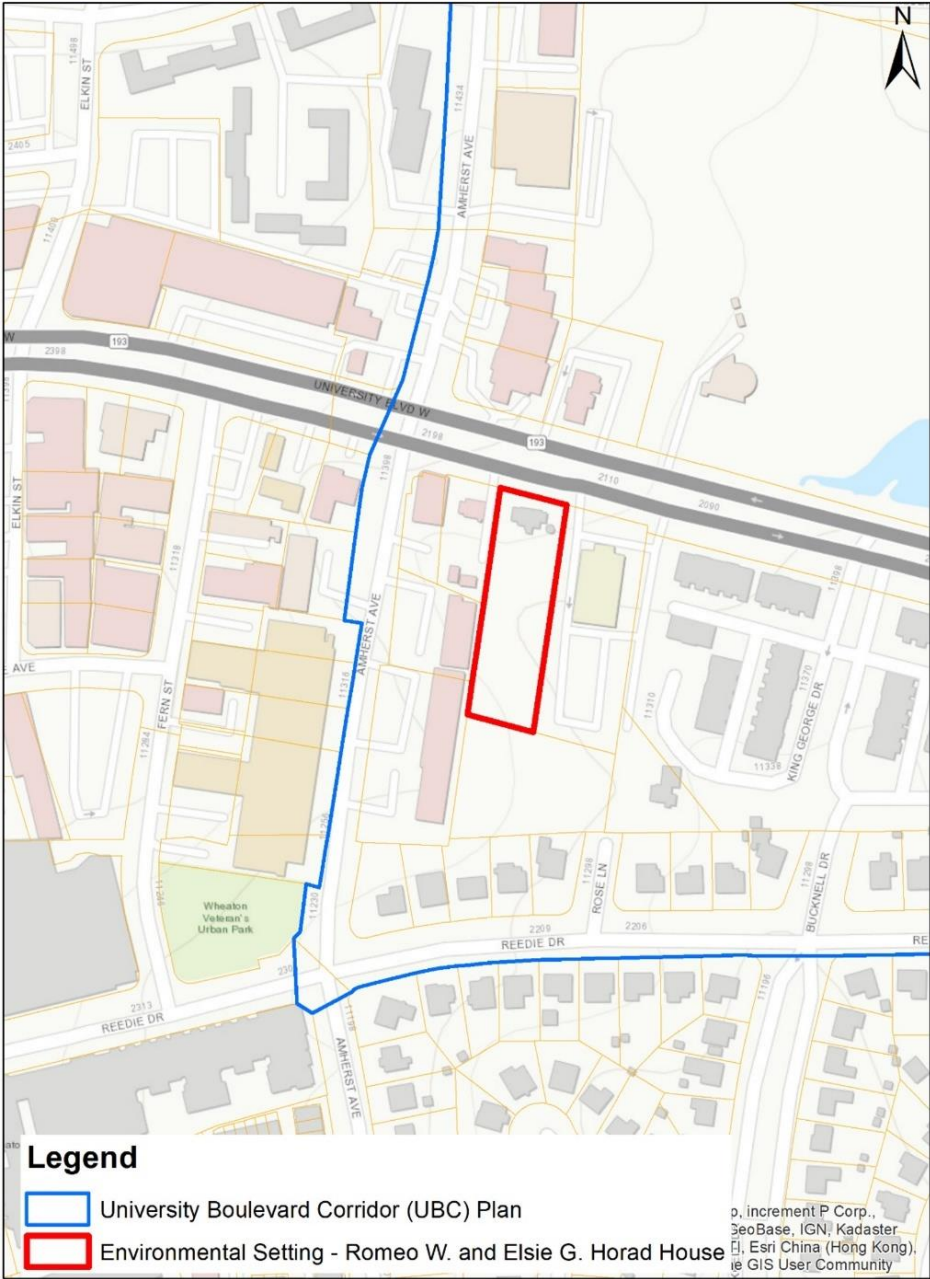
groundbreaking candidacy for the Montgomery County Council, and coordinated voter registration of African Americans in Maryland. All these actions occurred while the Horad family resided at the subject house that served as a social and political meeting place. The residence further serves as a reminder of the former African American community established at the turn of the twentieth century in Wheaton.

In May 2024, the Historic Preservation Commission recommended that the Planning Board list the property in the Locational Atlas & Index of Historic Sites and requested that the County Council approve an amendment to the Master Plan for Historic Preservation to designate the Horad House as a Master Plan Historic Site.

Recommendation:

- Designate the Romeo and Elsie Horad House (M: 31-87) in the *Master Plan for Historic Preservation* and encourage the adaptive reuse of the building.
- Promote the adaptive reuse of historic properties while retaining their character defining features.

Figure 85: Horad House Historic District Boundary



EVALUATE THE FOLLOWING RESOURCES IN THE FUTURE FOR DESIGNATION IN THE MASTER PLAN FOR HISTORIC PRESERVATION

JEWISH SYNAGOGUES, SCHOOLS, AND OTHER INSTITUTIONS

Jewish residents have had a significant impact on the history and development of University Boulevard since the mid-twentieth century. 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's history.

Resources include but are not limited to:

- Har Tzeon, 1840 University Boulevard West;
- Temple Israel (now Mount Jezreel Baptist Church), 420 University Boulevard East;
- Young Israel Shomrai Emunah, 811-815 University Boulevard West and 1132 Arcola Avenue;
- Yeshiva of Greater Washington (Boys Division), 1216 Arcola Avenue; and
- Silver Spring Jewish Center, 1401 Arcola Avenue.

This Plan recommends the following actions:

- Complete a county-wide Historic Resource Context for architectural and cultural resources associated with Jewish residents of Montgomery County, Maryland.
- Evaluate sites associated with Jewish heritage for listing in the *Master Plan for Historic Preservation*.

NICHIREN SHOSHU MYOSENJI TEMPLE

The Nichiren Shoshu Myosenji Temple, located at 310 University Boulevard West, is identified in the *Asian American Historical and Cultural Context of Montgomery County* (2023). Nichiren Buddhists built this temple in 1980. It is one of six Nichiren Shoshu Temples in the United States and likely the first purpose-built temple in the county. The arrival of large numbers of immigrants from Southeast Asia spurred the buildings associated with Buddhism in central Maryland in the late twentieth century.

This Plan recommends the following actions:

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

WOODMOOR SHOPPING CENTER

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

owners constructed various additions over the past 75 years, but its architectural form and design remains intact.

This Plan Recommends:

- Conduct outreach with the property owners and discuss preservation tax incentives for resources listed at the local, state, and federal levels.
- Evaluate the Woodmoor Shopping Center for listing in the *Master Plan for Historic Preservation* due to its potential architectural significance as a Moderne-influenced shopping center and historical significance related to mid-twentieth-century development patterns at Four Corners.

BURIAL SITES INVENTORY

Montgomery County's Burial Sites Inventory recognizes the significance of cemetery and burial sites to the community. In 2017, the County Council passed two laws to help preserve and protect these unique and fragile resources. §33A-17 requires the Planning Board to maintain an inventory of human burial sites in the county. §18-31 requires these sites to be preserved and protected during the preliminary plan of subdivision review and approval process. A burial site is defined in the ordinances as the "physical location where human remains were buried in the earth or entombed in mausoleum or columbarium. A burial site includes a cemetery but does not include the sprinkling of ashes from cremated remains." The Burial Sites Inventory is the list of burial sites officially adopted by the Planning Board. There is one listed burial site in the University Boulevard Corridor Plan area, the Good Shepherd Episcopal Columbarium.

Good Shepherd Episcopal Columbarium

The burial site consists of a columbarium located at Good Shepherd Episcopal Church at 818 University Boulevard West. A columbarium is a place where ashes from a cremation are interred or immured. Church archival records noted the construction of the Columbarium at the St. Francis Room in 1979. There are approximately 49 niches on the wall.

Recommendation:

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

Carmack Family Cemetery

Oral history suggests that the Carmack Family Cemetery may be located in the vicinity of the northwest section of the WTOP Transmitter property. The Burial Sites Inventory records the cemetery as an approximate site near this location. Review of historical records have not been able to identify the location more precisely.

Recommendation:

- Consider possible impacts to the cemetery location as warranted during development review.
- Per §18-31 of the Montgomery County Code, preserve and protect burial sites during the subdivision review and approval process. This will require additional research and potentially archaeological investigations to clarify the location of this burial ground.

Burial Sites Recommended to be Listed in the Burial Sites Inventory

Captain John and Lucy Adamson Family Burial Ground

There is an undocumented burial site approximately near the intersection of Caddington Avenue and Whittington Terrace. The family burial ground for Captain John and Lucy Adamson was first noted in the transfer of property from the estate of John Adamson to Samuel Harwood on November 19, 1779 (Figure 86). The deed stated that Harwood received:

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

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

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

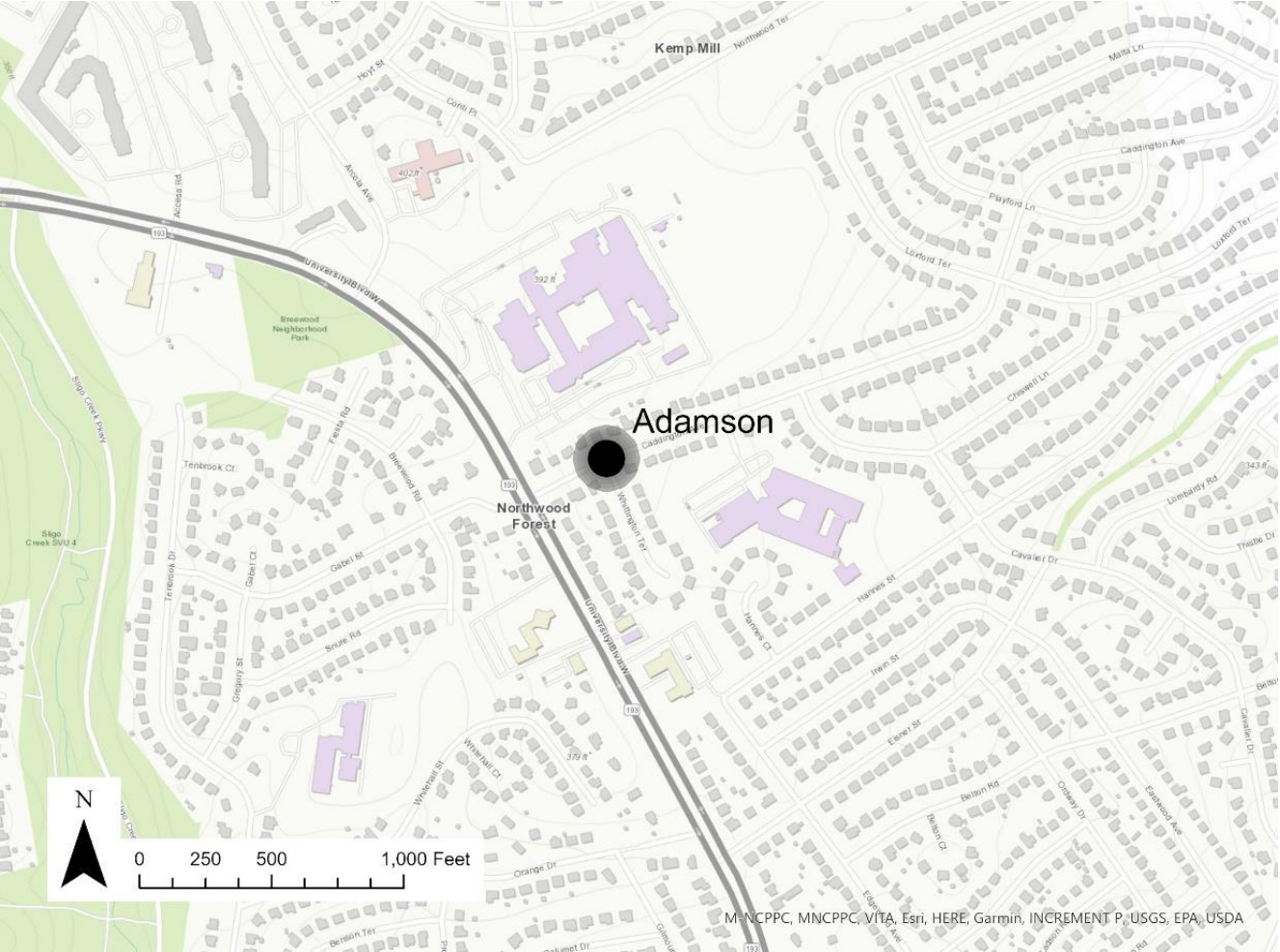
The location is considered approximate because there are no visible remains and historical records do not specify an exact location. The approximate location is based on the boundaries of the historical Adams property and the location of pathways in 1950s aerial imagery that may be associated with the right of way mentioned in the 1955 deed.

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

This Plan Recommends:

- Update the Burial Sites Inventory to list the approximate site of the Captain John and Lucy Adamson Family Burial Ground.
- Consider possible impacts to the cemetery location as warranted during development review.
- Per §18-31 of the County Code, preserve and protect burial sites during the subdivision review and approval process.

Figure 86: Approximate location of Adamson Family Burial Ground



CHAPTER 11: RACIAL EQUITY AND SOCIAL JUSTICE

PLAN APPROACH TO RACIAL EQUITY AND SOCIAL JUSTICE

The University Boulevard Corridor Plan draws from the foundational principles of *Thrive Montgomery 2050* to ensure equitable outcomes for all existing and future community members. In addition, consideration of racial equity and social justice, apart from being critical to this Plan, is also a requirement of Montgomery County's Code (Chapter 33A, Planning Procedures, Section 33A-14).

The Plan applied an equity framework based on guidance from Montgomery Planning's internal Equity Peer Review Group (EPRG), which is a part of the department's Equity Agenda for Planning. The EPRG includes staff that stay actively abreast of equity best practices to provide feedback on planning policies, community engagement strategies, and staff recommendations. The group uses an equity tool based on Government Alliance on Racial Equity (GARE) recommendations. The tool involves working through a series of steps and answering questions. The steps include an analysis and evaluation of:

- Desired results
- Analysis of data
- Community engagement
- Strategies
- Implementation
- Communication and accountability

These steps are critical to ensuring that the growth and development in the University Boulevard Corridor Plan area are inclusive and benefit historically underrepresented communities. These steps are iterative, not linear, and are detailed below.

DESIRED RESULTS

Vision for Equity and Inclusive Growth

The primary vision of the Plan is to create a more connected community, and equity is central to this sense of connectedness. An equitable community where all residents—regardless of race, ethnicity, gender, geography, income, or immigrant status—can thrive depends on access to a diverse range of housing options; safe and accessible transportation options; parks, trails, and public open space; and community facilities and services. Desired outcomes to realize this vision include:

- Increased housing diversity, including affordable and attainable housing, to accommodate residents of all abilities, income levels, and stages of life.
- Improved travel options and transportation access through facilitating future BRT and multimodal networks, ensuring equitable mobility and access to opportunities for all residents.
- Enhanced environmental sustainability, addressing urban heat islands, and increasing access to green spaces in concurrence with the County's Climate Action Plan.
- Ensuring that historically disadvantaged communities along the corridor are included and acknowledged in the planning and decision-making processes.

ANALYSIS OF DATA

Who Is Most Impacted?

To achieve equity in the Plan, it is essential to understand who is most negatively affected by current conditions and development trends. While there are limits to collecting and analyzing data on race, ethnicity, gender, geography, income, and immigrant status, staff have tried to engage the community over the last two years via various means. Disaggregated data from a questionnaire and door-to-door interviews indicate that the outreach efforts have successfully reached a relatively representative sample of the population. Additional details are included in the Community Engagement Appendix.

- The Plan area has a racial and ethnic distribution like the county. The differences include slightly higher shares of Hispanic or Latino and Black/African American residents in the Plan area, and slightly smaller shares of Non-Hispanic White and Asian residents.
- The Plan area is below average in terms of median and average household income, and per capita income compared to the county.
- Certain neighborhoods along University Boulevard face limited access to essential amenities, including parks and retail establishments. This geographic disparity is exacerbated by a reliance on public transportation, particularly among lower-income residents. The impact is notably more severe for individuals with disabilities, such as those who use wheelchairs for mobility.

Racial Restrictive Covenants

In the University Boulevard Corridor Plan, the wide-spread use of racial restrictive covenants in conjunction with other discriminatory practices prevented homeownership and housing opportunities for African Americans and other racial and ethnic minorities. Discrimination by private citizens and the government was widespread and pervasive at nearly all levels of society in the United States until well into the twentieth century. Various forms of legal prejudicial housing practices existed prior to signing of the Fair Housing Act (1968) that prohibited discrimination concerning the sale, rental, and financing of housing based on race, religion, national origin, sex, and, as amended, handicap and family status. Institutional racism contributed to the disproportionately and persistently low rates of homeownership and accumulation of housing wealth among Black Americans. In Montgomery County, the private and public sectors channeled racial population growth and influenced the spatial development of the county. These racial population shifts occurred due to the specific actions of land developers, property owners, real estate boards, and the government who used or supported de jure and de facto segregation to limit opportunities and control the development of entire communities.

In the Plan boundary, between 1927 and 1953, developers placed racial restrictive covenants on all or parts of the following subdivisions: Chestnut Hills, Chestnut Ridge Manor, Clifton Park Village, Country Club Park, Fairway, Highland View of Sligo Park, Indian Spring Club Estates, Indian Spring Highlands, Indian Spring Knolls, Indian Spring Park, Indian Spring Village, Indian Spring View, Long Branch Village, North Takoma Highlands, Northwood Park, Pickwick Village, Warrenton Village, and Woodmoor. Therefore, most of the Plan area remained inaccessible for people of color into the 1960s outside of the Chestnut Ridge African American community.

COMMUNITY ENGAGEMENT

Inclusive and Intentional Engagement

The Plan's equity approach is grounded in meaningful and continuous community engagement, ensuring that those most affected by development decisions are actively involved in shaping the Plan. As discussed in the Community Engagement Appendix, the outreach and engagement efforts included over 20 in-person or virtual meetings, workshops, and more than 25 community events. Planning staff knocked on over 1,000 doors for canvassing and held conversations in six different languages in the multifamily residential area at Arcola Avenue and University Boulevard. Staff logged 239 one-on-one conversations and sent out nearly 10,000 bilingual mailers and postcards. Staff also collected over 166 questionnaire responses and analyzed over 21,000 words of text.

Outreach and engagement efforts were intentional and deliberate, and sought to specifically engage historically underrepresented communities in the planning process, particularly through canvassing, direct mailings, participation in community events, and meeting people in their daily lives – whether on the bus or in their backyard. The recommendations that follow reflect this engagement effort, as community input is foundational to the planning process.

Figure 87: Planning Recommendations

What informs planning recommendations



STRATEGIES FOR ADVANCING EQUITY

Recommendations to Mitigate Burdens and Maximize Benefits

The Plan outlines recommendations that are directly informed by the desired results, data analysis, and community engagement – the first three steps in the GARE equity tool. These recommendations are designed to ensure that the community benefits from the Plan while minimizing potential negative impacts. While detailed recommendations in the subsequent chapters dive deeper into the implications of the recommendations, the text below highlights equity implications of the key recommendations:

- Land Use and Zoning: Rezone corridor-fronting residential blocks, institutional properties, and single-use commercial shopping centers to promote sustainable development patterns, increase housing diversity, and support transportation safety enhancements.
 - This approach provides zoning regulations do not hinder the development of affordable and attainable housing, while also promoting mixed-use projects that can drive economic growth supported by high-quality transit.
- Urban Design: Provide design guidance for the Plan area that builds on the unique residential, institutional, and commercial context along the corridor, and improves multimodal access to existing facilities. The Plan's urban design recommendations seek to foster a sense of place and connectedness by encouraging vibrant and engaging spaces for community interactions.
- Housing: Preserve naturally occurring affordable housing and expand housing diversity so that units are available at different sizes and price points. The recommendations also include promoting inclusive communities by removing barriers that restrict access to housing and opportunities based on protected characteristics¹³, and supporting equity by ensuring that all residents have fair access to affordable, attainable, and diverse housing options in the area.
- Parks, Trails, and Public Open Space: Create new open spaces with redevelopment and enhance connections to existing parks to promote a livable environment. Retain current parks and explore improvements while encouraging community open spaces like gardens. These actions support equity goals by ensuring accessible shared spaces for all residents, fostering inclusion and overall well-being.
- Environmental Sustainability: Protect and expand the tree canopy with native species; create a green, cool corridor with sustainable features. Transition development toward net zero buildings. These recommendations support equity by ensuring that all communities benefit from environmental sustainability, improved walkability, and access to shaded, comfortable public spaces that enhance quality of life. Additional recommendations also include minimizing impervious surfaces thus protecting current and future residents from the hazards of flooding.
- Transportation: Provide guidance for the corridor as a multimodal corridor with BRT. The Plan's transportation recommendations advance Complete Streets and Vision Zero to create safe, walkable, and accessible environments for people of all ages and abilities. Equitable access to safe crossings, micro-mobility, transit, and low stress bicycle and pedestrian facilities ensures meaningful transportation equity.

¹³ Pursuant to State Government Article, §20-702, Annotated Code of Maryland, it is the policy of the State of Maryland to provide for fair housing throughout the State, to all its citizens, regardless of race, color, religion, sex, familial status, national origin, marital status, sexual orientation, gender identity, disability, or source of income. <https://mccr.maryland.gov/Pages/Housing-Discrimination.aspx>

- **Community Facilities:** Promote co-location of public facilities to reduce costs and use land efficiently, ensuring equitable access to essential services. Encourage innovative designs and address school capacity issues. Encourage child daycare, senior services, local farming, and food insecurity solutions to ensure that all sections of the community benefit from resources that facilitate well-being and access to opportunities.
- **Historic Preservation:** The Plan recommends the study, evaluation, and designation of resources associated with underrepresented groups in the *Master Plan for Historic Preservation*. This includes the designation of the Romeo and Elsie Horad House to the *Master Plan for Historic Preservation*, the completion of a county-wide Historic Resource Context for architectural and cultural resources associated with Jewish residents of Montgomery County, and the evaluation of significant resources associated with Jewish and Asian American history for listing in the *Master Plan for Historic Preservation*.

IMPLEMENTATION

Communities in Implementation

Implementation of the Plan's equity objectives focus on embedding racial equity into all aspects of planning. The Plan's key recommendations outlined above enable equitable outcomes in all future initiatives by ensuring inclusive participation of all community members and mitigating historical inequities. The University Boulevard Corridor Plan seeks to ensure greater accessibility and benefit for all residents, current and future, in the Plan area.

Key to accomplishing this is ensuring that the recommendations mentioned above see meaningful action. While this Plan's recommendations will not directly lead to development, specify all development possibilities, or result in immediate implementation, the recommendations will make development and public realm improvements possible by managing regulations, envisioning a better future, and providing guidance for public and private investment.

COMMUNICATION AND ACCOUNTABILITY

Tracking Progress

The Plan envisions greater systems of accountability to ensure that the goals of racial equity and social justice are consistently advanced through the public and private improvements in the Plan area.

Montgomery Planning can play a crucial role in monitoring progress, coordinating stakeholders, and fostering transparency in future decision making. To this end, assessments about whether policies and projects align with equity goals can be led by Planning staff, in consultation with the Planning Board.

Publicly available reports on these assessments foster transparency and provide opportunities for communities to hold decision makers accountable. In addition, Montgomery Planning frequently collaborates with various county agencies, private developers, and community organizations; these collaborations and relationships can be used to track progress and outcomes.

CHAPTER 12: IMPLEMENTATION

FUNDING

Implementing the recommended transportation infrastructure changes along University Boulevard will require various financing options, including funding from the Federal government, the State of Maryland and Montgomery County. Given the length of the Plan area, new infrastructure changes will likely occur in segments based on funding availability and other implementation priorities.

This Plan recommends that roadway segments that service senior or multifamily residential or public institutions, such as between Dennis Avenue and Lorain Avenue and between Arcola Avenue and Inwood Avenue, should be considered as implementation priorities.

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

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

ZONING

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

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

This Plan recommends the CRN Zone for detached residential properties within blocks fronting University Boulevard. The CRN Zone would permit alternative residential building types, such as duplexes and other diverse housing types. [To maintain existing neighborhood scale, building setbacks for new residential](#)

development on a site less than 15,000 square feet shall be consistent with the duplex building type setbacks. On sites 15,000 square feet or larger, building setbacks shall follow the development standard for the applicable building type as outlined by the CRN Zone and the University Boulevard Overlay Zone. Existing detached residential properties in the R-60 and R-90 Zones, which are farther away from University Boulevard are retained in the Plan recommendations.

An overlay zone is recommended for the properties recommended for rezoning by this Plan. Key objectives of the zone are to promote a diverse range of housing options in a compact, transit-oriented form of growth that supports Bus Rapid Transit on University Boulevard and Colesville Road, creates complete communities, and improves safety for all travelers, with a priority for the most vulnerable people. The proposed overlay zone will consider elements including, but not limited to building placement, site coverage, provision of public open space, and uses to transitions in building intensity and height from the corridor to the neighborhoods ~~and retaining and enhancing tree canopy.~~

PARTNERSHIPS

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

PUBLIC BENEFITS

Since 2010, applicants interested in pursuing the optional method of development in Commercial Residential (CR) and Employment Zones were required to provide public benefits from different categories to support new development in the CR, CRT, EOF, and LSC Zones. The public benefits were codified in Section 4.7 of the Zoning Ordinance and detailed in the 2017 Commercial / Residential and Employment Zones Incentive Density Implementation Guidelines.

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

The University Boulevard Corridor Plan encourages the redevelopment of single-use commercial properties, religious institutional properties, and corridor fronting properties to utilize the optional method and to provide public benefits. The Plan further recommends allowing optional method development to earn additional density for providing public benefits in the categories of Housing for All, Environmental Resilience, Infrastructure for Compact Growth, and Amenities for Complete Community Amenities.

- Housing for All incentivizes the delivery of affordable housing at varying levels for rent and for sale, as well as the provision of units that can house families and intergenerational households near transit.
- Environmental Resilience incentivizes energy efficient buildings, the use of renewable energy, and incorporation of sustainable site design principles.
- Infrastructure for Compact Growth is focused on delivering facilities that enhance connectivity and create an infrastructure framework to support compact growth.

- ~~Amenities for Complete Communities~~ Community Amenities focuses on public benefits that help achieve Thrive's goal of creating complete communities where residents can easily walk, bike, or roll to services and fulfill their daily needs.

All optional method development applications must earn incentive density for any requested density above 0.5 Floor Area Ratio (FAR) or 10,000 square feet of gross floor area. In addition to the four categories, the public benefits are further divided into one of four tiers, based on how much FAR of incentive density an applicant is permitted for providing that public benefit. Tier 1 benefits are permitted 0.25 FAR of incentive density, Tier 2 benefits are permitted 1.0 FAR of incentive density, Tier 3 benefits are permitted 1.5 FAR of incentive density, and Tier 4 benefits are permitted to maximize the mapped FAR. If an application provides a Tier 4 benefit, no other public benefits are required for that application.

The Plan recommends that for all public benefits with contributions or payment in lieu options, the rate of payment be adjusted biannually based on *Engineering News Record's Baltimore Construction Cost Index*, which is also utilized to benchmark other payment-based programs within the county such as the Growth and Infrastructure Policy. The Plan further recommends that the Planning Board have discretion to consider additional public benefits outlined in the Incentive Zoning Update if the benefit aligns with the Plan vision and is in the public interest.

Tier 1: The following public benefits are permitted 0.25 FAR of incentive density:

- Provide the minimum required number of Moderately Priced Dwelling Units (MPDUs) plus 2.5 percent.
- In multifamily buildings, a minimum of 5% of all units (market rate and MPDUs) must provide three or more bedrooms. Provide a proportional number of units with three or more bedrooms as MPDUs. Or, in single-family, townhomes, and two-over-twos, provide a minimum of 5% of all MPDUs with four or more bedrooms.
- Tier 1 energy efficiency standards, renewable energy standards, green building standards, and sustainable site design specified by the Incentive Zoning Update.
- Provide offsite streetscape improvements for at least 2,000 square feet or contribute a minimum of \$0.33 per sq. ft. of gross floor area to a Capital Improvements Program (CIP) project in the Plan area.
- Construct a BRT station with an estimated cost of at least \$100,000.
- Improve a minimum of 0.25 acres of an existing park or public open space with intergenerational amenities and inclusive design features or contribute a minimum of \$0.33 per sq. ft. of gross floor area for creating or improving public space.

Tier 2: The following public benefits are permitted 1.0 FAR of incentive density:

- Provide the minimum required number of MPDUs plus 5 percent.
- In multifamily buildings, a minimum of 10% of all units (market rate and MPDUs) must provide three or more bedrooms. Provide a proportional number of units with three or more bedrooms as MPDUs. Or, in single-family, townhomes, and two-over-twos, provide a minimum of 10% of all MPDUs with four or more bedrooms.
- Enter into an agreement with the Montgomery County Department of Housing and Community Affairs (DHCA) to provide at least 15% of the dedicated MPDUs at various levels of affordability averaging at 60% AMI.

- Tier 2 energy efficiency standards, renewable energy standards, green building standards, and sustainable site design specified by Incentive Zoning Update.
- Provide offsite streetscape improvements for at least 4,000 square feet or contribute a minimum of \$1.00 per sq. ft. of gross floor area to a CIP project in the Plan area.
- Construct a BRT station with an estimated cost of at least \$300,000.
- Build one new public street that provides through block connectivity as recommended by the *Complete Streets Design Guide*.
- Contribute a minimum of \$1.00 per sq. ft. of gross floor area for creating or improving public space.

Tier 3: The following public benefits are permitted 1.5 FAR of incentive density:

- Provide the minimum required number of MPDUs plus 7.5 percent.
- Enter into an agreement with DHCA to provide at least 20% of the dedicated MPDUs at various levels of affordability averaging at 60% of AMI.
- Tier 3 energy efficiency standards, renewable energy standards, green building standards, and sustainable site design specified by Incentive Zoning Update.
- Provide offsite streetscape improvements for at least 5,000 square feet or contribute a minimum of \$2.00 per sq. ft. of gross floor area to a CIP project in the Plan area.
- Construct a BRT station with an estimated cost of at least \$500,000.
- Underground all utilities along site frontage of Subject Property and/or offsite, with an estimated cost of \$500,000.
- Contribute a minimum of \$2.00 per sq. ft. of gross floor area for creating or improving public space.

Tier 4: The following public benefits are worth up to the mapped FAR, and no additional public benefits are required.

- [Enter into an agreement with DHCA to provide](#) a minimum of 25 percent of all units as MPDUs at various levels of affordability averaging at 60 percent of AMI.
- Tier 4 energy efficiency standards, renewable energy standards, green building standards, and sustainable site design specified by Incentive Zoning Update.
- Underground all utilities along site frontage of Subject Property and/or offsite, with an estimated cost of at least \$1,000,000.

CAPITAL IMPROVEMENTS PROGRAM

Montgomery County's Capital Improvements Program (CIP), which the County Council approves, establishes how and when new public projects are funded and implemented. The recommended CIP represents the key transportation projects that could be financed by the county (Table 2).

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

Specific county funding could address pedestrian and bicyclist improvements for the Four Corners Bicycle and Pedestrian Priority Area (BiPPA). A BiPPA is a geographic area where bicyclist and pedestrian enhancements

are implemented at transit station areas as well as along major roadways. In addition to the CIP, the county could pursue a special assessment district(s), or other innovative financing mechanisms to implement the BRT network.

In addition to the CIP, Montgomery County should pursue new funding strategies for emerging corridors, such as University Boulevard, where more targeted changes could occur in the near-term.

Table 2: Proposed Capital Improvements Program

Project Name	Description	Lead Agency	Coordinating Agencies
Priority Neighborhood Street Connections	Realign existing streets across University Boulevard; connect streets to University Boulevard; connect parallel streets.	MCDOT	MDOT SHA, M-NCPPC, Private
Repurpose General-Purpose Travel Lanes	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.	MCDOT	MDOT SHA, M-NCPPC, Private
Narrow Travel Lanes	Narrow travel lanes and reduce roadway design speeds to targets identified in the CSDG.	MCDOT	MDOT SHA, M-NCPPC, Private
Remove Channelized Right-Turn Lanes	Remove channelized right-turn lanes from all intersections.	MCDOT	MDOT SHA, M-NCPPC, Private
Minimize Curb Radii	Minimize curb radii and pedestrian crossing distances, using curb extensions rather than painted buffers. Include mountable curbs for emergency vehicle and truck access if necessary.	MCDOT	MDOT SHA, M-NCPPC, Private
Signalize, restrict, or close median breaks	Signalize, restrict, or close median breaks along University Boulevard.	MCDOT	MDOT SHA, M-NCPPC, Private
Consolidate, Remove, or Relocate Driveways	With redevelopment or implementation of BRT on University Boulevard, consolidate, remove, or relocate driveways from University Boulevard to other side streets and alleys, and limit future driveways.	MCDOT	MDOT SHA, M-NCPPC, Private
Speed Enforcement	Install additional traffic enforcement and other tools to manage speeding along the corridor.	Montgomery County Department of Police	MCDOT, MDOT SHA, M-NCPPC

Decorative Crosswalks	Consider decorative crosswalks at the intersections of Arcola Avenue and Lamberton Drive, in the Four Corners area, and at institutional properties.	MCDOT	MDOT SHA, M-NCPPC, Private
Reconfigure I-495 / Colesville Road Interchange	Reconfigure the interchange to improve safety for all modes.	MDOT SHA	MCDOT, M-NCPPC
Reconfigure I-495 / University Boulevard Interchange	Reconfigure the interchange to improve safety for all modes.	MDOT SHA	MCDOT, M-NCPPC
Four Corners Near-Term Reconfiguration	<u>Reallocate existing right-of-way, minimize the acquisition of additional right-of-way, Repurpose one lane per direction</u> and relocate curbs along University Boulevard between Lorain Avenue and Lexington Drive to narrow the roadway and provide safer and more comfortable facilities for people walking, biking, and rolling <u>and facilities to improve transit performance</u> . Implement protected crossings. Minimize crossing distances. Reduce curb radii.	MDOT SHA	MCDOT, M-NCPPC, Private
Four Corners Connected Multimodal Street Network Study	Study a more connected network of Town Center Streets to provide increased local connectivity for people walking, biking, rolling, taking transit, and driving. Consider options for improving transit performance through Four Corners from Lorain Avenue to Lexington Drive as part of a comprehensive redesign of the intersection of University Boulevard and Colesville Road. 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 future study should also explore introducing a more regular street pattern than today's one-way couplet.	MCDOT	MDOT SHA, M-NCPPC

University Boulevard Dedicated Transit Lanes	Provide dedicated curb-running transit lanes on University Boulevard west of Lorain Avenue and east of Lexington Drive. In the long-term, explore whether a median BRT approach is appropriate.	MCDOT	MDOT SHA, M-NCPPC
Colesville Road Dedicated Transit Lanes	In progress. CIP project number P502201 Bus Rapid Transit: US 29 - Phase 2.	MCDOT	MDOT SHA, M-NCPPC
Transit Stop Improvements	Ensure that all transit stops are ADA compliant, with nearby protected pedestrian crossings. Improve the transit environment with new bus shelters along the University Boulevard corridor.	MCDOT	MDOT SHA, M-NCPPC
University Boulevard: Downtown Wheaton to Four Corners Town Center BiPPA	Fund the “University Boulevard: Downtown Wheaton to Four Corners Town Center” BiPPA in the County’s Capital Improvements Program.	MCDOT	MDOT SHA, M-NCPPC
University Boulevard Sidepaths	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.	MCDOT	MDOT SHA, M-NCPPC, Private
Pedestrian Crossings	Upgrade all intersections with high-visibility continental or ladder crosswalk markings for all pedestrian approaches.	MCDOT	MDOT SHA, M-NCPPC, Private
Protected Pedestrian Crossings	Provide protected pedestrian crossings that are consistent with the CSDG maximum spacing for protected crossings, including at existing and new intersections and at mid-block locations where needed to achieve maximum crossing spacing.	MCDOT	MDOT SHA, M-NCPPC, Private
Public Pathway ADA Accessibility	Ensure ADA accessibility on all public pathways, including sidewalks, trails, and street crossings, in accordance with current best practices.	MCDOT	MDOT SHA, M-NCPPC, Private
Street Lighting	Ensure consistent street lighting along the University Boulevard Corridor.	MCDOT	MDOT SHA, M-NCPPC, Private
“No Right Turn on Red” Restrictions	Implement “No Right Turn on Red” restrictions at signalized intersections.	MCDOT	MDOT SHA, M-NCPPC

Leading Pedestrian Intervals	Provide Leading Pedestrian Intervals that permit pedestrians advance times to cross MD 193 and intersecting streets at signalized intersections.	MCDOT	MDOT SHA, M-NCPPC
Bikeway Network	Implement a complete network of connected low-stress bicycle facilities (Figure 82)	MCDOT	MDOT SHA, M-NCPPC, Private
Protected Intersections	Implement protected intersections at all intersections with existing or planned separated bike lanes, sidepaths, buffered bike lanes, or conventional bike lanes, consistent with the CSDG and the 2018 Bicycle Master Plan.	MCDOT	MDOT SHA, M-NCPPC, Private
Long-Term Bicycle Parking	Implement long-term bicycle parking at destinations such as schools, trails, parks, and public open spaces; and large multifamily dwellings and employment or retail centers.	MCDOT	M-NCPPC, Montgomery County Public Schools, MDOT SHA, Private
I-495 / Colesville Road Trail Connection	Implement a trail connection across I-495 for people walking, biking, and rolling, connecting Colesville Road to Indian Spring Terrace Local Park and Marshall Avenue, consistent with the 2018 Bicycle Master Plan.	MCDOT	MDOT SHA, M-NCPPC
Hannes Street Trail Connection	Implement a paved trail connection for people walking, biking, and rolling between Hannes Street and University Boulevard.	MCDOT	MDOT SHA, M-NCPPC, Private
Bikeshare System Expansion	Expand the bikeshare system in the Plan area.	MCDOT	MDOT SHA, M-NCPPC, Private
Micromobility Corrals	Install new micromobility corrals in underutilized parking facilities, within available rights-of-way, near planned Bus Rapid Transit stations, and near civic gathering spaces, such as Wheaton Forest Local Park, Sligo Creek Stream Valley Park, Breewood Neighborhood Park, Northwood High School, North Four Corners Local Park, and Montgomery Blair High School.	MCDOT	M-NCPPC, Montgomery County Public Schools, MDOT SHA, Private

Sligo Creek Stream Valley Park Playground	Construct a relocated playground and associated stormwater management and ADA improvements	Montgomery Parks	N/A
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Agency Acronyms:

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

MTA: Maryland Transit Administration

MCDOT: Montgomery County Department of Transportation

MDOT SHA: Maryland Department of Transportation State Highway Administration

CHAPTER 13: CONCLUSION

The University Boulevard Corridor Plan envisions transforming approximately 3.5 miles of University Boulevard into a pedestrian-oriented and multimodal corridor that supports safe movements for all people, especially those walking biking, rolling, and riding transit. The Plan further envisions a more compact, corridor-focused land use pattern that concentrates future development along University Boulevard and near five planned Bus Rapid Transit stations, with lower density residential development between planned stations and higher density mixed-use development near planned stations.

Implementation of the Plan's vision and recommendations will be incremental over the next two decades and will rely on a combination of action by private property owners, partnerships among the public, private, and non-profit sectors, and various financing options, including funding from the Federal government, the State of Maryland, and Montgomery County.

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