



Committee: PHP

Committee Review: Completed

Staff: Pamela Dunn, Senior Legislative Analyst
Stephen Kenny, Legislative Analyst

Purpose: To make preliminary decisions on Committee recommendations

Keywords: #University, Corridor, Master Plan, M-NCPPC

REVISED¹

AGENDA ITEM #1A

November 18, 2025

Worksession

SUBJECT

Recommendations of the Planning, Housing, and Parks Committee regarding the Planning Board Draft of the University Boulevard Corridor Plan.

EXPECTED ATTENDEES

Artie Harris, Chair, Montgomery County Planning Board
Jason Sartori, Director, Montgomery Planning Department
Robert Kronenberg, Deputy Director, Planning Department
Carrie Sanders, Chief, East County Planning Division
Jessica McVary, Master Plan Supervisor, East County Planning Division
Zubin Adrianvala, Planner III, East County Planning Division
Rebecca Ballo, Chief, Historic Preservation Division
John Liebertz, Cultural Resource Planner III, Historic Preservation Division
Henry Coppola, Long-Range Planning Supervisor, Parks Department
Haley Peckett, Deputy Director for Policy, Department of Transportation (MCDOT)
Corey Pitts, Manager for Transportation Policy and Planning, MCDOT
Andrew Bossi, Senior Engineer, Transportation Policy, MCDOT

COUNCIL DECISION POINTS & COMMITTEE RECOMMENDATION

- Council will review and have opportunity to amend each of the recommendations of the PHP Committee regarding the Planning Board Draft of the University Boulevard Corridor Plan.

DESCRIPTION/ISSUE

- The Planning Board's Draft University Boulevard Corridor Plan will amend the 1989 *Master Plan for the Communities of Kensington-Wheaton*, 1996 *Four Corners Master Plan*, 2012 *Wheaton Central Business District and Vicinity Sector Plan* as well as countywide plans, including the 1979 *Master Plan for Historic Preservation*.

SUMMARY OF KEY DISCUSSION POINTS

- The PHP Committee held four worksessions on the plan. The staff reports and any associate addenda for those worksessions can be viewed at:
 - https://montgomerycountymd.granicus.com/MetaViewer.php?view_id=169&clip_id=18281&meta_id=203895

¹ Revised to include Committee recommendation for Four Corners Street Network (p.24), which had been inadvertently omitted from the staff report upon posting.

- https://montgomerycountymd.granicus.com/MetaViewer.php?view_id=169&clip_id=18281&meta_id=203896
- https://montgomerycountymd.granicus.com/MetaViewer.php?view_id=169&clip_id=18327&meta_id=205533
- https://montgomerycountymd.granicus.com/MetaViewer.php?view_id=169&clip_id=18364&meta_id=206749
- https://montgomerycountymd.granicus.com/MetaViewer.php?view_id=169&clip_id=18371&meta_id=206907
- https://montgomerycountymd.granicus.com/MetaViewer.php?view_id=169&clip_id=18371&meta_id=206908
- The Planning Board Draft and Attachments can be viewed at:
 - <https://montgomeryplanning.org/planning/corridor-planning/university-boulevard-corridor-plan/>

This report contains:

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MEMORANDUM

November 13, 2025

TO: County Council

FROM: Pamela Dunn, Senior Legislative Analyst
Stephen Kenny, Legislative Analyst

SUBJECT: University Boulevard Corridor Plan

PURPOSE: Worksession on the recommendations of the University Boulevard Corridor Plan

This is a Council worksession on the University Boulevard Corridor (UBC) Plan. The Planning, Housing, and Parks (PHP) Committee held four worksessions on the Plan; one each on September 29, October 20, November 3, and November 10, 2025.

The first PHP worksession covered information designed to provide context for the Draft's recommendations including the Plan vision, demographic and geographic characteristics of the plan area, and the framework under which the Plan is organized. The Montgomery County Department of Transportation (MCDOT) provided a briefing on existing and planned transportation infrastructure for the plan area, and the Committee began its review of plan recommendations starting with the Land Use, Zoning, and Urban Design recommendations for the Amherst Avenue and Chestnut Ridge District. Detailed information on this material can be found in the September 29th [staff report](#) and [addendum](#).

At the second worksession, the Committee completed its review of Land Use, Zoning, and Urban Design for the entire plan area. The Committee had several questions requiring follow-up information to be provided at a future worksession. Detailed information on this material can be found in the October 20th [staff report](#).

The third Committee worksession covered all of the transportation recommendations in the Plan. This worksession also generated several questions from the Committee. Detailed information on this material can be found in the November 3rd [staff report](#). Leading to the fourth and final PHP worksession, this worksession covered all of the remaining chapters in the Plan as well as all of the follow-up material requested by the Committee. Detailed information on this material can be found in the November 10th [staff report](#) and [addendum](#).

Councilmembers may wish to bring their copy of the Plan to the meeting.
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BACKGROUND AND CONTEXT

Is a Corridor Plan a Master Plan?

The Council held two public hearings on the UBC Plan where typically they hold one. At both hearings, speakers questioned whether the UBC Plan is a “true” master plan that follows the established master plan process. This sentiment was also expressed in the County Executive’s (CE) comments (© pages 1-25).

Before diving into the Plan itself, this concern should be addressed. First, a corridor plan meets the definition of a master plan. According to the Land Use Article, the district council can designate a functional master plan, an area master plan, *or an amendment to either plan*, as an amendment to the general plan.

Basically, all master plans are amendments to the general plan and a corridor master plan is simply a *type* of area master plan. The county has a long history of naming area master plans to indicate their relative size and/or scope, including, sector plans, neighborhood plans, minor master plan amendments, limited master plan amendments, and corridor plans¹. All master plans follow identical procedures for preparation and adoption. They are prepared by the Planning Department, in cooperation with appropriate county agencies and with extensive community participation, are reviewed and recommended by the Planning Board, and are approved, after a public hearing and work sessions, by the County Council.

The University Boulevard Corridor Plan is no different, nor is it the first corridor master plan. The Great Seneca Science Corridor Plan was adopted in 2010 and the Veirs Mill Corridor Master Plan was adopted by the Council in 2019.

Public Hearing Testimony

As noted, the Council held two public hearings on the Planning Board Draft of the UBC Plan, one in the community at Blair High School and a second at the Council Office Building. This allowed more than 80 speakers to share their thoughts and opinions on the Planning Board’s Draft.

In addition to questions regarding the validity of a corridor plan, some of the more frequently raised concerns were:

- the upzoning of single-family residential areas to the Commercial Residential Neighborhood (CRN) or Commercial Residential Town (CRT) zone;
- large-scale multifamily buildings and mixed-use development will result from the upzoning;
- new housing construction will replace relatively affordable homes with more expensive units;
- infrastructure (school, utilities, emergency services) will not keep pace with development;
- displacement of the cultural anchor provided by the Kemp Mill Shopping Center if it is rezoned;
- lane reductions, bus-only lanes, turn restrictions, and new street connections will increase traffic congestion, gridlock, and cut-through traffic;
- the pilot bus-only and bike lanes were made permanent without public engagement; and,
- the Planning Board’s recommendations do not sufficiently incorporate the community’s input.

¹ Some examples are: the Chevy Chase Lake Sector Plan, the Burtonsville Commercial Crossroads Neighborhood Plan, the Aspen Hill Minor Master Plan Amendment, the Clarksburg Limited Master Plan Amendment, and the Great Seneca Science Corridor Plan.

On the upside, speakers noted support for the following:

- modest density increases (duplexes and triplexes) in residential development;
- improved housing diversity and increase in supply to benefit middle-income workers;
- gentle density increases and mixed-use redevelopment of underutilized sites;
- infill compatibility requirements to safeguard transitions into neighborhoods;
- improved bike and pedestrian safety;
- bus-only lanes, Bus Rapid Transit (BRT) expansion, and bike infrastructure to improve mobility and access; and,
- environmental improvements like increased tree canopy and improved stormwater management.

While public testimony revealed intense resistance to density and road diets, it also conveyed consistent support for pedestrian safety, environmental enhancements, and modest, well-scaled redevelopment.

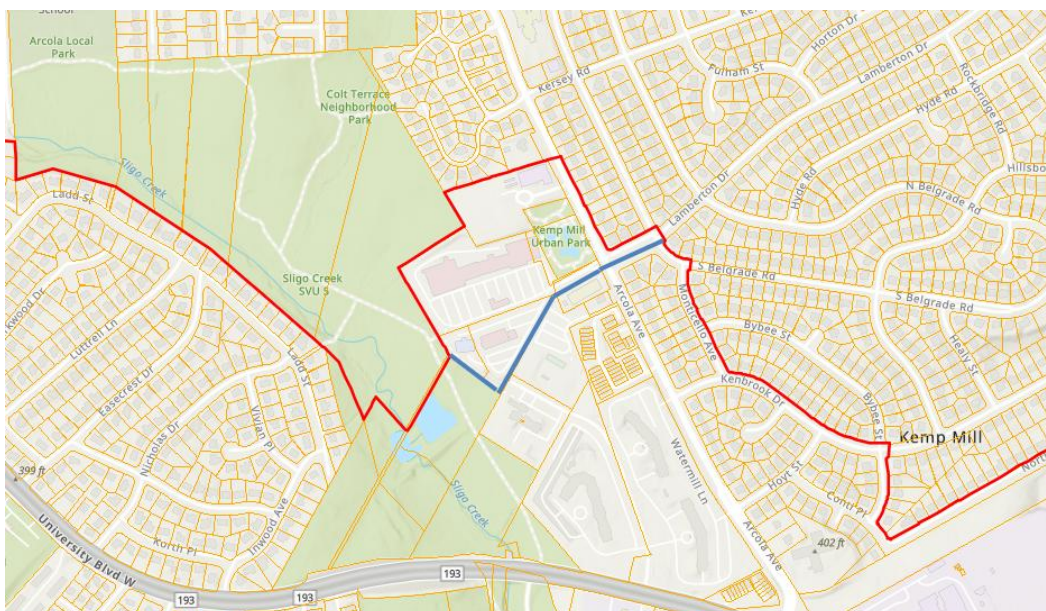
PLAN FRAMEWORK

While the Plan's recommendations build on countywide plans and policies, they are unique to the setting and conditions of the plan area. The Plan is primarily organized by element including chapters on zoning, transportation, housing, parks and trails, environmental sustainability, historic preservation, and racial equity and social justice- with some recommendations applicable to the full plan area, and others intended for specific neighborhoods or sites.

PLAN AREA

As shown in Figure 2 on page 14, 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.

During the first Committee worksession, Councilmember Fani-Gonzalez proposed a change to the boundary of the Plan which would remove three properties from the plan area: the Kemp Mill Shopping Center, Kemp Mill Urban Park, and the Yeshiva of Greater Washington site. Below is a map depicting the revised boundary, drawn in blue.



The Committee recommends (3-0) approval of the boundary change which would remove the Kemp Mill Shopping Center, Kemp Mill Urban Park, and the Yeshiva of Greater Washington site from the plan area.

PLAN DISTRICTS

The Plan creates four districts along the corridor that generally correspond to the planned BRT stations in the plan area. 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. They are shown in Figure 6 on page 23 of the Plan. The districts are further divided into smaller neighborhoods to provide more specific land use, urban design, and public open space recommendations.

LAND USE, ZONING, AND URBAN DESIGN

Before diving into specific land use and zoning recommendations, it may help to gain a better understanding of the Commercial Residential Neighborhood (CRN) zone, the proposed University Boulevard (UB) overlay zone, and Zoning Text Amendment (ZTA) 25-02.

The CRN and UB Overlay Zones

The CRN zone allows a mix of residential and nonresidential uses at varying densities and heights. According to the Zoning Ordinance, the intent of the zone is multifold. It includes:

- to encourage development that integrates a combination of housing types, mobility options, commercial services, and public facilities and amenities, where parking is prohibited between the building and the street;
- to allow a flexible mix of uses, densities, and building heights appropriate to various settings to ensure compatible relationships with adjoining neighborhoods; and,
- to integrate an appropriate balance of employment and housing opportunities.

The CRN zone is the least intensive of the C/R family of zones. It allows for the commercial density component (the C) of the zone to be set at zero. It has only a standard method of development, there is no optional method of development nor public benefit requirement. It has development standards well-suited for infill development, with lot coverage of up to 90 percent and an open space requirement of 10 percent depending on housing type. It has setback requirements of 4-6 feet for the front and side setbacks and a 10-15 foot rear setback.

In consideration of community concerns over use of the CRN zone to re-zone single-family properties, the Planning Board transmitted an overlay zone for the UBC Plan area. The overlay is designed to modify elements of the CRN zone to more specifically meet the needs of the plan area and address community concerns.

First, it recognizes that there are several civic and institutional uses currently allowed in the R-60 and R-90 zones that would not be allowed in the CRN zone with a “C” of 0.0 FAR. Thus, the overlay states that non-residential uses allowed in the R-60 zone, and accessory dwelling units for properties with a single-family house would be permissible. It also allows existing non-conforming uses to continue.

For properties less than 15,000 square feet in size, the overlay zone restricts development standards to the duplex building type (regardless of the proposed building type), reduces the lot coverage allowed from 90 percent to 35 percent, and removes the minimum open space requirement. This means that for properties with a minimum to average lot size in the R-60 or R-90 zone (recommended for conversion to CRN), redevelopment will be restricted to the lot coverage allowed in the R-60 zone and the development standards for a duplex.

For properties 15,000 square feet or larger, the development standards for the applicable building type in the CRN zone are allowed; except the maximum build-to-area setback for any building that abuts University Boulevard is 10 feet, unless modified by the Planning Board at site plan. The overlay also ensures that all on-site parking must be located behind the front building line.

The UBC Plan proposed CRN zone and ZTA 25-02 for Workforce Housing

Both the proposed CRN zone and ZTA 25-02 are designed to address the need for more housing in the County, particularly for middle-income residents who cannot qualify for existing programs to assist lower-income earner but who still struggle with housing affordability. Both focus on providing opportunities for small scale residential infill redevelopment. And, both direct the potential for this redevelopment to areas the County expects to grow, along its growth corridors.

However, ZTA 25-02 provides an optional method of development for units in the detached residential zones, whereas, under the CRN zone all development is via the standard method of development (an easier and likely more affordable option for homeowners to pursue). The development standards under the CRN zone are more flexible (depending on lot size as noted above) and they are designed to improve the pedestrian environment. There is also a lower parking standard associated with the CRN zone near transit – factors likely to impact the potential for redevelopment.

It is completely reasonable and expected that the UBC Plan would recommend zoning that goes farther in potential redevelopment than ZTA 25-02. The master plan process is designed specifically to address changes in zoning on individual properties. It is a multi-year process that engages stakeholders to discuss these specific recommendations and changes (which was frequently suggested during the review of ZTA 25-02).

The Committee had lengthy discussions around the proposed CRN zoning for residential properties along University Boulevard. Information regarding this issue is presented below with respect to the first occurrence of this recommended zoning change.

Amherst Avenue and Chestnut Ridge District

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

WTOP Neighborhood – Land Use and Zoning Recommendations

This approximately 80-acre neighborhood includes restaurants, a U.S. Postal Service building, the WTOP Transmitter and its surrounding property, and the Berkeley Court residential development, also known as Westchester, see Figure 11 on page 29.

The Committee recommends (3-0) approval of the following recommendations:

- Reconfirm the 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.
- 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 in proximity to existing and planned transit that contributes to the Plan's public benefits.

The Committee recommends (3-0) approval of the following recommendation with a change in height from 50' to 45':

- Rezone the Berkeley Court/Westchester development from the PD-9 Zone to the CRN 1.0 C-0.0 R-1.0 H-~~50~~ 45 zone as a suitable equivalent zone for the property, since the PD zone cannot be confirmed through the Sectional Map Amendment (SMA).

As referenced above, the Planning Board Draft recommends rezoning R-60 and R-90 zoned properties in the residential blocks that abut University Boulevard to the CRN 1.0 C-0.0 R-1.0 H-50 zone. The Planning Board recommendation primarily impacts a single block along the Boulevard, however, where the street grid is not linear and near BRT station locations, additional properties are recommended for rezoning. This recommendation is repeated in each neighborhood.

This recommendation has become a prominent discussion point for this Plan. The proposed zoning was initially discussed during the first worksession and debated again at the fourth worksession. Office of Legislative Oversight (OLO) staff presented their work on a Racial Equity and Social Justice (RESJ) evaluation of ZTA 25-12, the University Boulevard Overlay Zone (UBOZ). The UBOZ provides specific regulations related to uses and development standards for the CRN zone – primarily allowing non-residential uses currently allowed in the R-60 zone, restricting certain other commercial uses, and restricting development standards for lots less than 15,000 square feet in size.

The discussion on November 10, 2025 focused on OLO's finding that the ZTA could have a negative impact on RESJ in the County, based heavily on a concern that the rezoning of single-family homes to the CRN zone could result in the disproportionate displacement of Black and Latinx homeowners - who make up a higher rate of homeownership in the plan area than in the County as a whole (attached on © pages 31-39).

The Planning Department countered this view, noting several other potential impacts and planning best practices used to guide their recommendation. These are more thoroughly explained in the memo attached on © page 40-54 and include for example, eliminating exclusionary zoning is a RESJ best practice, study results on gentrification and displacement, and information of property values and property tax assessments.

Noting the challenges in predicting the impact of ZTAs on racial equity and social justice due to data limitations, economic uncertainty, and numerous other factors,

the Committee recommends (2-1, Councilmember Jawando dissenting) approval of the following revised recommendation:

- Rezone the detached residential properties that abut University Boulevard from the R-90 zone to the CRN 1.0 C-0.0, R-1.0, H-~~50~~45 zone as shown in Figures 13 and 14².

Councilmember Jawando recommends the plan reconfirm the existing R-90 zone for the properties in question.

As part of this discussion, the Committee requested information on the potential number of housing units, or "yields," under the zoning scenarios being discussed. The chart below identifies the yields associated with each scenario and the following assumptions:

² Figure 14 will be revised to show only the abutting properties changing from the R-90 zone to the CRN zone.

Potential Housing Unit Yields*			
Existing Zoning	Planning Board Draft Recommended Zoning	Committee Recommendation	CM Jawando
		Single-family detached residential properties that abut University Boulevard are rezoned to CRN with a height of 45 feet	All single-family detached residential properties in the R-60 and R-90 zones are reconfirmed to their existing zoning
2,691	4,584	4,060	3,780

* All scenarios exclude the Kemp Mill Shopping Center from the calculation of units and all include the potential for infill from ZTA 25-02

Key Assumptions and Considerations:

- These scenarios assume that every single-family parcel where zoning changes from an R-60 or R-90 to CRN adds at least one unit. The same is assumed for single-family parcels under ZTA 25-02.
- In the Planning Board Draft Housing yield, roughly 804 housing units are a result of the change to single-family zoning; the other potential yield of 3,780 housing units comes from zoning changes to institutional and commercial properties. This is lightly higher than the 2,691 units based on existing zoning.
- None of the scenario shown above produce regulated workforce housing units; those apply under ZTA 25-02 for construction of three or more units.

WTOP Neighborhood – Urban Design Recommendations

The Committee recommends (2-0) approval of the following recommendations:

Redevelopment of this area should explore:

- Opportunities for coordinated redevelopment of the WTOP property and properties fronting on Amherst Avenue.
- 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.

The Committee recommends (2-0) approval of the following urban design recommendations for the WTOP property, with the minor edit noted below:

Future development of the WTOP property [must] should:

- 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.

Hearthstone Village Neighborhood – Land Use and Zoning Recommendations

This 37-acre neighborhood is composed of a range of residential and non-residential developments, including office condominiums, religious institutions, Hearthstone (an attached residential community), and Wheaton Forest Local Park. See Figure 16 on page 35.

The Committee recommends (2-0) approval of the following recommendations:

- Reconfirm the CRN 1.5 C-0.5 R-1.5 H-45 zone for the non-residential properties along Amherst Avenue.
- Designate the Romeo and Elsie Horad House (M: 31-87) in the Master Plan for Historic Preservation and encourage 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, to support new infill development and advance 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.
- 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.

The Committee recommends (2-1, Councilmember Jawando dissenting) approval of the following revised recommendation:

- Rezone the detached residential properties that abut University Boulevard from the R-60 zone to the CRN 1.0 C-0.0, R-1.0, H-~~50~~45 zone as shown in Figures 17 and 18³.

Councilmember Jawando recommends the plan reconfirm the existing R-60 zone for the properties in question.

Inwood House Neighborhood- Land Use and Zoning Recommendations

The 62-acre Inwood House neighborhood is composed of three residential townhouse communities, a segment of Sligo Creek Parkway, Glen Haven Elementary School, and the Inwood

³ Figure 18 will be revised to show only the abutting properties changing from the R-60 zone to the CRN zone.

House - a multifamily residential property for residents with disabilities. A BRT station is planned at the intersection of Inwood Avenue and University Boulevard. See Figure 19 on page 38.

The Committee recommends (2-0) approval of the following recommendations:

- Rezone the Pomander Court property from the Residential Townhouse (RT-12.5) zone to the CRT 1.5 C-0.25 R-1.5 H-60 zone, to support the Plan's recommended public benefits and the potential for redevelopment by the Housing Opportunities Commission (HOC).
- 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 reconfirmed through the Sectional Map Amendment.
- 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 furthers the Plan's public benefits, including affordable housing and specialized housing for residents with disabilities.

The Committee recommends (2-1, Councilmember Jawando dissenting) approval of the following revised recommendation:

- Rezone the detached residential properties that about University Boulevard from the R-60 zone to the CRN 1.0 C-0.0, R-1.0, H-~~50~~45 zone as shown in Figures 20 and 21⁴.

Councilmember Jawando recommends the plan reconfirm the existing R-60 zone for the properties in question.

Inwood House Neighborhood- 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.

The Committee recommends (2-0) approval of the following recommendations, with the suggested edits noted below:

Redevelopment around this intersection should ~~[adhere to]~~ strive to implement the following concepts:

- 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 the Safe Routes to School initiative developed by Montgomery County Public Schools (MCPS) by modifying the intersection of University Boulevard West and Inwood Avenue to include a dedicated signalized left turn.
- ~~[Promote a more compact and street-oriented Glen Haven Elementary School that minimizes surface parking along Inwood Avenue]~~ Future improvements to Glen Haven

⁴ Figure 21 will be revised to show only the abutting properties changing from the R-60 zone to the CRN zone.

Elementary School should explore improving safety for people walking, biking, and rolling, and for weekend community events to activate the existing surface parking along Inwood Avenue.

Arcola Avenue District

This 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 – Land Use and Zoning Recommendations

Centered at the intersection of University Boulevard and Arcola Avenue are three multifamily residential buildings: University Towers (two residential condominium buildings) and the Warwick Apartments. Arcola Towers, an HOC-owned high-rise residential building for seniors, is also included in this 87-acre neighborhood, as shown in Figure 23 on page 42.

The Committee recommends (2-0) approval of the following recommendations with the suggested edits noted below:

- 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 25 and 26 on page 47, to ensure conforming properties and allow the opportunity for infill development that contributes to the Plan's recommended public benefits. The RH zone cannot be confirmed through the Sectional Map Amendment.
- 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 Sectional Map Amendment.
- Rezone the Young Israel Shomrai Emunah properties at 1128 Arcola Avenue and 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 Lamberton Drive and 1398 Lamberton Drive, from the Neighborhood Retail (NR) Zone to the 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 (Parcel Tax IDs 00965530 and 03358966) from the R-90 Zone to the 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.]
- Reconfirm the detached residential properties, east of Arcola Avenue and within the Plan area, to the R-60 Zone.

University Towers Neighborhood - Urban Design Recommendations

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

The Committee recommends (2-0) approval of the following recommendations, with the minor edits noted below:

[The cluster of properties around and including Kemp Mill Shopping Center have potential for coordinated development to create a new mixed-use neighborhood center.] Redevelopment [at the shopping center] of the multifamily and other properties should consider the following, as shown in Figure 27:

- Establish a compact development pattern of short blocks and internal streets with an enhanced streetscape to promote pedestrian activity between the surrounding community and [the new center] any redevelopment.
- 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 an 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 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.]

Breewood Park Neighborhood – Land Use and Zoning Recommendations

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 28 on page 49. Both religious institutions have expressed interest in redevelopment that includes housing and religious uses on their properties. All properties in this neighborhood are in the R-60 zone.

The Committee recommends (2-0) approval of the following recommendations with the suggested edits noted below:

- Rezone the Northwood Presbyterian Church properties at 1200 University Boulevard West and the property at 1106 University Boulevard West from the R-60 zone to the CRT 1.5 C-0.25 R-1.5 H-70 zone to promote new infill development and to further the Plan's public benefits.
- [Explore mechanisms to transfer the right-of-way at the termini of Breewood Road and Tenbrook Drive to 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.] Retain public ownership of the unimproved rights-of-way for Breewood Road and Tenbrook Drive in perpetuity to ensure continuity of the Northwood Chesapeake Bay Trail west of University Boulevard. The Montgomery County Parks Department should be responsible for maintaining the trail through these public rights-of-way.
- Rezone the Good Shepherd Episcopal Church at 818 University Boulevard West from the R-60 zone to the 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.

The Committee recommends (2-1, Councilmember Jawando dissenting) approval of the following revised recommendation:

- Rezone the detached residential properties that abut University Boulevard from the R-60 zone to the CRN 1.0 C-0.0, R-1.0, H-[50]45 zone as shown in Figures 29 and 30⁵.

Councilmember Jawando recommends the plan reconfirm the existing R-60 zone for the properties in question.

Breewood Park Neighborhood - Urban Design Recommendations

The 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 support transit ridership at this location.

The Committee recommends (2-0) approval of the following recommendations:

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 provides 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 multi-family development at corridor-fronting residential properties.

Northwood Neighborhood – Land Use and Zoning Recommendations

This district includes the Forest Knolls neighborhood and several institutional properties: Northwood High School, Forest Knolls Elementary School, Luther Rice Memorial Baptist Church, and Young Israel Shomrai Emunah.

The Committee recommends (2-0) approval of the following recommendations:

- Reconfirm 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 shown in Figures 32 and 33 on page 53.

The Committee recommends (2-1, Councilmember Jawando dissenting) approval of the following revised recommendation:

- Rezone the detached residential properties that abut University Boulevard from the R-60 zone to the CRN 1.0 C-0.0, R-1.0, H-[50]45 zone as shown in Figures 32 and 33⁶.

⁵ Figure 30 will be revised to show only the abutting properties changing from the R-60 zone to the CRN zone.

⁶ Figure 33 will be revised to show only the abutting properties changing from the R-60 zone to the CRN zone.

Councilmember Jawando recommends the plan reconfirm the existing R-60 zone for the properties in question.

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 – Land Use and Zoning Recommendations

Collins Funeral Home, a Verizon utility building, and detached residential properties in the Sligo Woods neighborhood make up this 27-acre area shown in Figure 34 on page 54.

The Committee recommends (2-0) approval of the following 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.

The Committee recommends (2-1, Councilmember Jawando dissenting) approval of the following revised recommendation:

- Rezone the detached residential properties that about University Boulevard from the R-60 zone to the CRN 1.0 C-0.0, R-1.0, H-~~50~~45 zone as shown in Figures 35 and 36⁷.

Councilmember Jawando recommends the plan reconfirm the existing R-60 zone for the properties in question.

Mary's Center Neighborhood - Land Use and Zoning Recommendations

This 21-acre area, shown in Figure 37 on page 56, 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 Children's Center.

The Committee recommends (2-0) approval of the following recommendations:

- Rezone the three vacant properties (at 700 Dennis Avenue, 704 Dennis Avenue, and 708 Dennis Avenue) and the detached residential property at 420 University Boulevard West from the R-60 zone to the CRT 1.5 C-0.5 R-1.25, H-50 zone.
- Rezone three parcels at 400 University Boulevard West from the EOF 1.5 H-60 zone to the CRT 1.5 C-0.5 R-1.25 H-50 zone.
- Rezone the Mary's Center property from the R-60 zone to the CRT 1.5 C-0.5 R-1.25 H-50 zone.
- Rezone the Nichiren Shoshu Myosenji Buddhist Temple property from the R-60 zone to the CRT 1.0 C-0.25 R-1.0 H-50 zone.

The Committee recommends (2-1, Councilmember Jawando dissenting) approval of the following revised recommendation:

⁷ Figure 36 will be revised to show only the abutting properties changing from the R-60 zone to the CRN zone.

- Rezone the detached residential properties that about University Boulevard from the R-60 zone to the CRN 1.0 C-0.0, R-1.0, H-[50]45 zone as shown in Figures 38 and 39⁸.

Councilmember Jawando recommends the plan reconfirm the existing R-60 zone for the properties in question.

Northwood Park Neighborhood – Land Use and Zoning Recommendations

The Northwood Park Neighborhood includes only detached residential uses.

The Committee recommends (2-1, Councilmember Jawando dissenting) approval of the following revised recommendation:

- Rezone the detached residential properties that about University Boulevard from the R-60 zone to the CRN 1.0 C-0.0, R-1.0, H-[50]45 zone as shown in Figures 41 and 42⁹.

Councilmember Jawando recommends the plan reconfirm the existing R-60 zone for the properties in question.

North Four Corners Neighborhood – Land Use and Zoning Recommendations

The North Four Corners neighborhood, shown in Figure 43 on page 60, includes the North Four Corners residential neighborhood, North Four Corners Local Park, and The Oaks at Four Corners, an HOC-owned 121-unit senior multi-family residential building. HOC anticipates long-term redevelopment potential for The Oaks at Four Corners property.

The Committee recommends (2-0) approval of the following recommendations, with the suggested edits noted below:

- Rezone the HOC property from the R-60 zone to the CRT 1.5 C-0.25 R-1.5 H-70 zone 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.] 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, 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. In addition to the contribution, redevelopment should improve connections to and engage North Four Corners Local Park.

The Committee recommends (2-1, Councilmember Jawando dissenting) approval of the following revised recommendation:

- Rezone the detached residential properties that about University Boulevard from the R-60 zone to the CRN 1.0 C-0.0, R-1.0, H-[50]45 zone as shown in Figures 44 and 45¹⁰.

Councilmember Jawando recommends the plan reconfirm the existing R-60 zone for the properties in question.

North Four Corners Neighborhood – Urban Design Recommendations

⁸ Figure 39 will be revised to show only the abutting properties changing from the R-60 zone to the CRN zone.

⁹ Figure 39 will be revised to show only the abutting properties changing from the R-60 zone to the CRN zone.

¹⁰ Figure 39 will be revised to show only the abutting properties changing from the R-60 zone to the CRN zone.

The Committee recommends (2-0) approval of the following recommendations, with the suggested edits noted below¹¹:

- Provide a range of residential unit types, including attached and multi-family 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 46 on page 62.
- [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.

Four Corners District

Four Corners serves as the commercial center of the intersection of University Boulevard and Colesville Road. Commercial businesses include a McDonald's, a Papa John's Pizza, a 7-Eleven convenience store, the 4 Corners Pub and a Shell gas station. The Woodmoor Shopping Center, a well-known commercial destination, is located southeast of the intersection.

Four Corners West Neighborhood – Land Use and Zoning Recommendations

Commercial properties, including a Safeway grocery store, a U.S. Postal Service property, two gas stations, and a small office park are in this 14-acre neighborhood, shown in Figure 47 on page 63.

The Committee recommends (2-0) approval of the following recommendations, with suggested edits noted below:

- 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 the CRT 2.5 C-1.5 R-1.5 H-[75]65 zone to promote the Plan's recommended public benefits, as shown in Figures 48 and 49.
- Rezone the Safeway Shopping Center property at 116 University Boulevard West from the R-60 zone and the CRT 1.5 C-1.5 R-0.5 H-45 zone to the CRT 3.0 C-1.5 R-2.5 H-[100]65 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-1.5 H-[75]60 zone that promotes the Plan's recommended public benefits.
- Rezone the Four Corners Office Park property from the R-60 zone and the 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 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 the CRT 2.25 C-1.5 R-1.5 H-[75]60 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-[75]60 zone to support the Plan's recommended public benefits.

¹¹ Properties recommended for conversion from R-60 to CRN are limited to properties that abut University Boulevard making the bracketed text unnecessary.

- [Rezone the detached residential properties as shown in Figures 48 and 49.]

Four Corners West Neighborhood – Urban Design Recommendations

The Committee recommends (2-0) approval of the following recommendations, with suggested edits noted below:

- 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 space that promote new development opportunities.
- Concentrate taller buildings toward University Boulevard and lower building heights toward existing detached residential properties.
- Locate structured parking either above or below grade, to minimize street exposure.
- [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.] Future redevelopment of the Safeway grocery store, assuming existing abutting single-family residential properties remain, should provide:
 - Development intensity and active uses along University Boulevard West;
 - Transitions in building height to 35-feet adjacent to existing single-family residential properties to maintain compatibility;
 - Transitions in building setbacks, including 12-foot side yard setbacks and 30-foot rear yard setbacks to maintain compatibility; and
 - 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 – Land Use and Zoning Recommendations

This 12-acre neighborhood, shown in Figure 50 on page 66, includes several small-scale commercial businesses and detached residential properties. Two 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.

The Committee recommends (2-0) approval of the following recommendations, with suggested edits noted below:

- 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 2.25 C-1.5 R-1.5 H-[75]60 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-[75]60 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 3.0 C-1.5 R-2.0 H-100] CRT 2.25 C-1.5 R-1.5 H-60 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-1.5 R-2.0 H-100¹² zone to support the Plan's public benefits, including housing and mobility options.

The Committee was split on the following zoning recommendation with CM Fani-Gonzalez recommending:

- Rezone the commercial properties 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 the CRT 2.25 C-1.5 R-0.75 H-45 zone to the [CRT 3.0 C-1.5 R-2.5 H-100] CRT 2.25 C-1.5 R-1.5 H-60 zone to promote mixed-use development that support the Plan's public benefits, mobility options, and pedestrian connections.

And CM Friedson recommending:

- Rezone the commercial properties 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 the CRT 2.25 C-1.5 R-0.75 H-45 zone to the [CRT 3.0 C-1.5 R-2.5 H-100] CRT 2.25 C-1.5 R-1.5 H-70 zone to promote mixed-use development that support the Plan's public benefits, mobility options, and pedestrian connections.

The Committee recommends (2-1, Councilmember Jawando dissenting) approval of the following revised recommendation:

- Rezone the detached residential properties that about University Boulevard from the R-60 zone to the CRN 1.0 C-0.0, R-1.0, H-[50]45 zone as shown in Figures 51 and 52¹³.

Councilmember Jawando recommends the plan reconfirm the existing R-60 zone for the properties in question.

Four Corners North Neighborhood – Urban Design Recommendations

The Committee recommends (2-0) approval of the following recommendations:

- Focus redevelopment along University Boulevard West (MD 193) and Colesville Road (U.S. 29) to enhance the BRT stations, as shown in Figure 53 on page 69.
- Explore a pedestrian connection between Colesville Road and Sutherland Road, east of University Boulevard West.
- Concentrate maximum development intensity along University Boulevard and ensure that building heights transition to residential properties along Timberwood Avenue.
- Explore a mid-block pedestrian connection or linear open space from Colesville Road to Sutherland Road between University Boulevard West and Timberwood Avenue, to expand pedestrian activity and improve alternative access to BRT.

¹² The Committee discussed lowering the height on these properties provided the property owners weigh in; however, staff has not been able to reach the property owners for their input.

¹³ Figure 52 will be revised to show only the abutting properties changing from the R-60 zone to the CRN zone.

- Redevelopment should consolidate or relocate driveways along University Boulevard West 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.

Woodmoor Shopping Center Neighborhood – Land use and Zoning Recommendations

Woodmoor Shopping Center is the main commercial use in this 46-acre neighborhood, shown in Figure 54 on page 71. It serves as the commercial heart of the Four Corners District and has various neighborhood serving uses. The Woodmoor–Pinecrest residential neighborhood southeast of the shopping center has residential detached properties and institutional properties, including Pine Crest Elementary School, Pinecrest Local Park, and Saint Bernadette Church and School.

The Committee recommends (2-0) approval of the following recommendations, with the suggested edits noted below:

- Rezone the Woodmoor Shopping Center, as shown in Figures 55 and 56 on page 72 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.**

The Committee recommends (2-1, Councilmember Jawando dissenting) approval of the following revised recommendation:

- Rezone the detached residential properties **that about University Boulevard** from the R-60 zone to the CRN 1.0 C-0.0, R-1.0, H-**[50]45** zone as shown in Figures 55 and 56¹⁴.

Councilmember Jawando recommends the plan reconfirm the existing R-60 zone for the properties in question.

Woodmoor Shopping Center Neighborhood- Urban Design Recommendations

The Committee recommends (2-0) approval of the following 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.

¹⁴ Figure 56 will be revised to show only the abutting properties changing from the R-60 zone to the CRN zone.

- 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 Neighborhood- Land Use and Zoning Recommendations

The school property is approximately 30 acres and is located between the Capital Beltway (I-495), Colesville Road and University Boulevard East, as shown in Figure 57 on page 74. An existing FLASH stop is located along Colesville Road near the Lanark Way intersection. Blair Local Park is co-located with Montgomery Blair High School and located immediately southeast of the school. Silver Spring Fire Station No. 16 is adjacent to the park and provides fire and emergency medical services to the plan area. The Four Corners Ethiopian Evangelical Church and Silver Spring Day School are in the median of University Boulevard between Colesville Road and Lexington Drive.

The Committee recommends (2-0) approval of the following recommendations, with the suggested edit noted below:

- Reconfirm the R-60 zone for Montgomery Blair High School, Blair Local Park, and Silver Spring Fire Station No.16, as shown in Figures 58 and 59 on page 75.
- Rezone the Four Corners Ethiopian Evangelical Church property from the R-60 zone and the CRT 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 2.25 C-1.5 R-1.5 H-65** zone to promote infill development and the Plan’s recommended public benefits.

Four Corners Ethiopian Evangelical Church property - Urban Design Recommendations:

The Committee recommends (2-0) approval of the following recommendations:

- 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.

Blair High School - Urban Design Recommendations:

The Committee recommends (2-0) approval of the following recommendations:

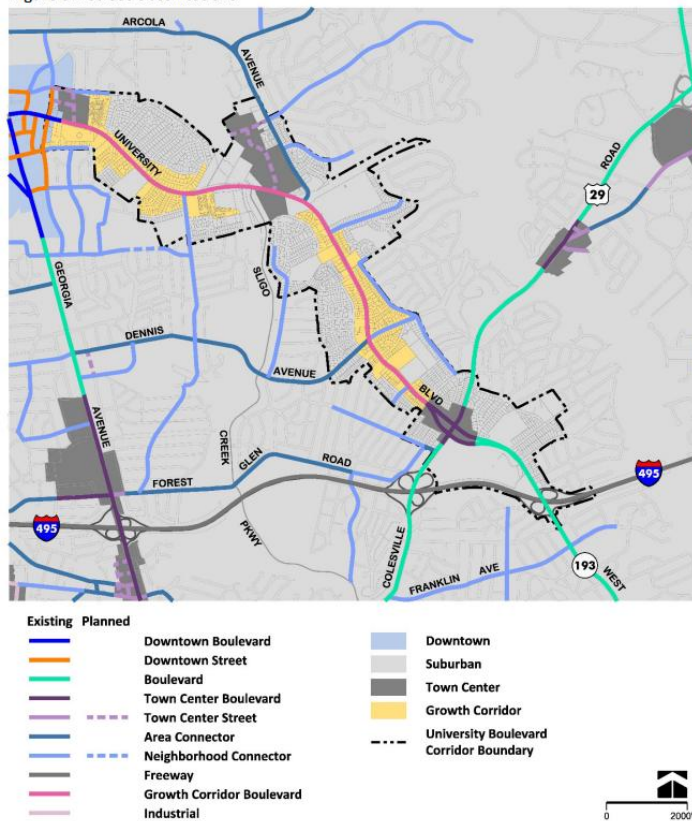
- Explore a placemaking strategy to improve existing green area at the intersection of University Boulevard and Colesville Road and create usable public open space at the intersection of Colesville Road and University Boulevard.
- Co-locate community services and amenities at the school, consistent with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

TRANSPORTATION

Complete Streets classification

The Plan embeds a “translation” of the streets within the Plan area from their former functional classification to a comparable classification in the *Complete Streets Design Guide* based on their existing context and function. This “translation” is depicted in Figure 64 on page 95 of the Plan:

Figure 64: Street Classifications



Most of these “translated” classifications have already been approved by the Council via the *Complete Streets Design Guide* and the 2025 Technical Update to the *Master Plan of Highways and Transitways* (MPOHT). There are two exceptions:

- Newly proposed Town Center Streets through the WTOP property and University Towers neighborhoods. These new street connections are recommended in the Urban Design sections of the Plan for each of these neighborhoods.
- Converting University Boulevard outside the Town Center areas from a Boulevard to a Growth Corridor Boulevard.

The Growth Corridor Boulevard street type was created by the Council in the 2025 MPOHT update to allow for improved safety and traffic calming infrastructure along growth corridors outside of Downtown and Town Center areas. The Council’s update to the MPOHT states that a Growth Corridor Boulevard may be designated along a segment of an existing Boulevard where “a vast majority of the segment is zoned a mix of moderate and high density.”

The Committee recommends (3-0) approval of the Complete Streets classifications.

Street Network Recommendations

The Plan envisions a connected network of transportation facilities to improve circulation, access, and safety. This section recommends new street connections and safety improvements aimed at these goals. In response to community concerns over increased vehicle through-traffic caused by new connections, the Committee suggests turning the recommended through-connections into paved trails and removing the traffic calming measures that would then be made obsolete.

The designated streets in the Plan area are listed in Table 1 on pages 115-116 of the Plan (compiled into one table on © page 55, pedestrian, and bikeway connections through existing properties recommended in other sections of the Plan, all of which are summarized the figure on © page 56.

The Committee recommends (3-0) approval of the following recommendations, with the suggested edits noted below:

- Implement a connected network of streets along University Boulevard with redevelopment. 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:
 - The existing site entrance of the Northwood Presbyterian Church property aligned with the [Tenbrook Drive /] Access Road to University Towers, the Warwick Apartments, and Arcola Towers; and
 - Orange Drive[; and
 - Greenock Road / Royalton Road.]
 - Implement paved trail connections [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 Brunett Avenue; and
 - Greenock Road between Gilmore Drive and University Boulevard.
 - [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.

- Repurpose general-purpose travel lanes to provide dedicated transit lanes and improved facilities for people walking, biking, and rolling that are separated from vehicular traffic by street trees and planted green space.
- Make travel lanes narrower and reduce roadway design speeds to targets identified in the Complete Streets Design Guide.
- Reconfigure [remove] channelized right-turn lanes as conventional right-turn lanes with stop bars [from] at all intersections unless the Director of Transportation or the Director's designee determines that such reconfiguration would significantly impair public safety. The Plan does not recommend preventing right turns from Arcola Avenue to University Boulevard and does not recommend eliminating the right turn lane. The reconfigured intersection should maintain 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.
- 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.

Two travel lanes of University Boulevard from Amherst Ave to Dennis Ave have already been permanently repurposed to provide dedicated transit lanes by the Montgomery County Department of Transportation (MCDOT) and the State Highway Administration (SHA) pursuant to recommendations in the 2013 *Countywide Transit Corridors Functional Master Plan*. The Plan text supports that decision, but to avoid confusion about what the Plan is recommending vs. what currently exists, **the Committee suggests a technical change to Table 1 of the Plan to reflect the segments of University Boulevard that now have 4 rather than 6 existing travel lanes.**

The 2013 plan envisions the bus lanes continuing past Dennis Ave to Lorain Ave, though that segment was not included in the MCDOT-SHA project. The Planning Board draft Plan went beyond the 2013 plan and added bus lanes on University through Four Corners, though this recommendation was edited by the Committee in the “Four Corners Street Network” section below.

I-495 Interchanges

The Committee recommends (3-0) approval of the following recommendations, with the suggested edits below:

- Interim recommendations:
 - Ensure that existing pavement markings are in good operating condition using high-visibility treatments.
 - Ensure consistent levels of lighting throughout the corridor and eliminate “dark zones” by adding appropriate lighting where necessary.

- Trim foliage to avoid blocking lighting, signage, and sight distances at ramps, intersections, and pedestrian crossings.
- Install [Consider] a coordinated, HAWK-type signal at existing pedestrian ramp crossings to provide a protected pedestrian crossing phase.
- Long-term recommendations:
 - Reconstruct interchange ramps to conventional 90-degree intersections instead of merge lanes, consistent with MDOT SHA Bicycle and Pedestrian Design Guidelines. Install grade-separated pedestrian and bicycle crossings of any I-495 ramps on the west side of Colesville Road that are not reconfigured as conventional, 90-degree intersections with stop bars instead of merge lanes.
 - Signalize all turning movements to provide protected phases for pedestrian and bicyclist crossing.
 - Orient curb ramps to the intended direction of travel for people walking, rolling, and biking, typically perpendicular to crossing vehicular traffic.
 - 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.
 - [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 community presents unique transportation challenges for multimodal access and safety. Planning staff initially evaluated a complete re-design of Four Corners to create a network of Town Center streets, but after pushback from the community regarding the details of this proposal, they moved this new network into a long-term vision. In the near term, the Planning Board draft Plan recommends a two-phase redesign of the transportation facilities through the existing University Boulevard couplet between Lorain Ave and Lexington Drive.

Near-Term Vision

The Committee evaluated three options for the Four Corners Street Network, which can be summarized as follows:

- a) Planning Board-recommended two-phased approach: Phase 1 repurposes one travel lane for use as a dedicated transit lane and makes minor pedestrian improvements. Phase 2 widens the right of way of University Boulevard to make more substantial improvements for those walking, biking, and rolling by widening sidewalks, sidepaths, and buffers.
- b) Councilmember Mink's proposal (© pages 59-60): Narrower travel lanes and minor sidewalk improvements to like those proposed in Planning Board Phase 1, but with no lane repurposing, right of way increase, or bus lanes. No Phase 2.
- c) Public Hearing Draft: Repurpose one travel lane to provide wide, low-stress facilities for those walking, biking, and rolling. No additional right of way needed. No Phase 2.

Council staff compiled these options and the existing conditions of Four Corners into the following table (as well as in cross sections on © pages 57-58) for ease of comparison. The measurements here are not exact and will be determined by the implementing agency but are meant to illustrate the differences between each option. The textual recommendations in the Plan will reflect what the Council decides and will specify widths for pedestrian/bike facilities but will not specify exact ROW dimensions or other more technical elements.

Existing								
UB direction	From	To	Total ROW*	Traffic lanes	Traffic lane width	Bus lanes	Sidewalk width	Sidewalk buffer
Eastbound	Lorain	Colesville	74'	5	11'-12'	0	6'	0'-5'
Westbound	Lorain	Colesville	64'	4	10.5-12'	0	5'-10'**	0'-5'
Eastbound	Colesville	Lexington	63'	4	11'-12'	0	5'	5'
Westbound	Colesville	Lexington	85'	6	11'-12'	0	5'	4'-5'
Option A: Planning Board - Phase 1								
UB direction	From	To	Total ROW*	Traffic lanes	Traffic lane width	Bus lanes	Sidewalk width	Sidewalk buffer
Eastbound	Lorain	Colesville	74'	4	10'	1	5'-10'	2'-5'
Westbound	Lorain	Colesville	64'	3	10'	1	5'-7'	5'-6'
Eastbound	Colesville	Lexington	75'	3	10'	1	8'-10'	8'
Westbound	Colesville	Lexington	85'	5	10'	1	4'-8'	6'
Option A: Planning Board - Phase 2								
UB direction	From	To	Total ROW*	Traffic lanes	Traffic lane width	Bus lanes	Sidewalk width	Sidewalk buffer
Eastbound	Lorain	Colesville	81'	4	10'	1	8'-10'	6'
Westbound	Lorain	Colesville	69'	3	10'	1	8'	6'
Eastbound	Colesville	Lexington	75'	3	10'	1	8/10'	8'
Westbound	Colesville	Lexington	89'	5	10'	1	8'	6'
Option B: Councilmember Mink's proposal								
UB direction	From	To	Total ROW*	Traffic lanes	Traffic lane width	Bus lanes	Sidewalk width	Sidewalk buffer
Eastbound	Lorain	Colesville	74'	5	10'-11'	0	5'-10'	2'-5'
Westbound	Lorain	Colesville	64'	4	10'-11'	0	5'-7'	5'-6'
Eastbound	Colesville	Lexington	75'	4	10'-11'	0	8'-10'	8'
Westbound	Colesville	Lexington	85'	6	10'-11'	0	4'-8'	6'
Option C: Public Hearing Draft								
UB direction	From	To	Total ROW*	Traffic lanes	Traffic lane width	Bus lanes	Sidewalk width	Sidewalk buffer
Eastbound	Lorain	Colesville	74'	4	10'-11'	0	11'-16'***	8'
Westbound	Lorain	Colesville	64'	3	10'-11'	0	8'-10'	7'-8'
Eastbound	Colesville	Lexington	74'	3	10'-11'	0	11'-16'***	8'
Westbound	Colesville	Lexington	85'	5	10'-11'	0	8'-10'	7'-8'
* Total ROW varies along the extents described - exact ROW needs determined by implementing agency.								
** Hyphens delineate side of the street. 5'-10' means 5' on one side of the street and 10' on the other.								
*** 16 foot is breezeway on the south side of Eastbound University Blvd, some of which is currently on Blair property.								

The Committee recommends (3-0) approval of Option C, the Public Hearing Draft.

With this recommendation, the Committee requested a modified illustrative version of Councilmember Mink's proposal that widens the proposed 2' sidewalk buffer on the block face between Lorain and Colesville so the Council may evaluate it against the Committee recommendation.

In a memo to the Council (© pages 40-54), Planning staff developed such an alignment that increases the 2' buffer to 6' by reducing the adjacent sidewalk from 10' to 6'. This would address some concerns raised in Committee regarding tree planting and pedestrian safety for which the 2' buffer would have been inadequate outright but falls short of *Complete Streets Design Guide* provisions regarding preferred soil volume and buffer width.

Planning's memo advocates against this alternative and for the Committee's recommendation of the Public Hearing Draft, citing the 8-foot minimum sidewalk width for Town Center Boulevards (which University Boulevard is through Four Corners), the 10-foot sidepath recommended in the Plan outside of University Boulevard, the 16-foot bikeway recommended in the *Bicycle Master Plan*, and the safety benefits of shortening crossing distances relative to the modest impacts on vehicle travel time.

During the November 10 worksession, MCDOT expressed a preference for retaining the current number of lanes for buses, either via dedicated lanes in the Planning Board draft or via travel lanes in Councilmember Mink's alternative. However, while MCDOT's (and State Highway Administration's) implementation of any changes to University Boulevard will be informed by Plan recommendations, it will also conduct more in-depth traffic analysis and will need to adhere to *Complete Streets Design Guide* provisions. This may require acquiring additional right of way to meet sidewalk and buffer standards, even if the Council's approved alternative does not explicitly call for it.

The Committee also recommends (3-0) the following safety measures for Four Corners and added one additional recommendation, as listed below:

- Implement protected crossings at the intersection of Lorain Avenue and University Boulevard.
- Minimize crossing distances—and hence exposure to conflicting vehicle movements—for people who are 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.
- Evaluate options to improve transit performance through Four Corners. These options may include transit signal priority or relocating bus stops.

Long-Term Vision

The Committee recommends (3-0) removing the Long-Term Vision for the Four Corners Street Network given the removal of street network recommendations elsewhere in the Plan.

Transit

The Committee recommends (3-0) approval of the following recommendations, with the suggested edits noted below:

- [Provide dedicated transit lanes along Colesville Road (U.S. 29) and University Boulevard (MD 193), as shown in Figure 84 on page 120 of the Plan.]
- As shown in Figure 84:
 - Reaffirm the 2013 Countywide Transit Corridors Functional Master Plan recommendation for transit along University Boulevard (MD 193) in a dedicated right-of-way between the western plan boundary and Lorain Avenue and between Williamsburg Drive and the eastern plan boundary. Clarify that the number of recommended dedicated bus lanes is two.
 - Reaffirm the 2013 Countywide Transit Corridors Functional Master Plan recommendation for transit along Colesville Road (U.S. 29) in dedicated lanes between the northern plan boundary and the southern plan boundary. Clarify that the recommended configuration of dedicated bus lanes is one reversible dedicated bus lane between the northern plan boundary and Timberwood Avenue, two dedicated bus lanes between Timberwood Avenue and the southbound Colesville Road to I-495 Outer Loop onramp, and one reversible dedicated bus lane between the southbound Colesville Road to I-495 Outer Loop onramp.
- 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.

Bicycle and Pedestrian Networks

The Committee recommends (3-0) approval of the following recommendations, with the suggested edits noted below:

- [Fund the “University Boulevard: Downtown Wheaton to Four Corners Town Center” BiPPA in the County’s Capital Improvements Program.]
- 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 Complete Streets Design Guide maximum spacing for protected crossings, including at existing and new intersections and at mid-block locations needed to achieve maximum crossing spacing. High priority recommended protected crossings are shown in Figure 86 on page 124 of the Plan.
 - 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.
- Implement protected intersections at all intersections with existing or planned separated bike lanes, sidepaths, buffered bike lanes, or conventional bike lanes, consistent with the *Complete Streets Design Guide* and the 2018 *Bicycle Master Plan*.
- 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.
- 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*.
- 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.
- 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.

- Expand the bikeshare system in the Plan area to serve both residents and visitors from nearby neighborhoods and CBDs. This recommendation is intended to apply to all forms of shared personal mobility technology, which includes but is not limited to dockless bikeshare, electric-assist bikeshare, shared scooters, and other forms of travel 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:
 - Multi-unit residential sites
 - Sligo Creek trailheads
 - Planned BRT stations
 - Wheaton Forest Local Park
 - Breewood Neighborhood Park
 - [Kemp Mill Shopping Center]
 - Near Northwood High School, close to University Boulevard and Arcola Avenue
 - North Four Corners Local Park
 - Woodmoor Shopping Center
 - Safeway, close to University Boulevard and Lorain Avenue
 - Montgomery Blair High School / Blair Local Park
- 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.

HOUSING

The Plan aims to balance the preservation of existing market rate affordable housing with the production of new housing that can create additional Moderately Priced Dwelling Units (MPDUs). The also seeks to expand housing opportunities along the corridor by introducing new residential building types, which support the existing transit and planned BRT infrastructure.

Affordable Housing Recommendations

The Committee recommends (3-0) approval of the following recommendations, with the minor edit noted below:

- Provide 15 percent MPDUs in new development¹⁵.
- Prioritize greater percentages of or more affordable MPDUs than required by county code as a public benefit for the Optional Method of Development 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, [strive to] provide a minimum of 30 percent MPDUs, with 15 percent affordable to households earning the standard MPDU level of 65–70 percent or less of AMI and 15 percent affordable to households at or below 50 percent of AMI.
- Support the development of permanent and temporary supportive housing for people experiencing homelessness in the plan area.

Preservation of Affordable Housing Recommendations

The Committee recommends (3-0) approval of the following recommendations:

- Preserve existing market rate affordable housing where practicable, striving for no net loss of market rate affordable housing in the event of redevelopment.

¹⁵ This recommendation should be included in the UB overlay zone, consistent with other master plans.

- 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 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 Recommendations

The Committee recommends (3-0) approval of the following recommendations with the suggested edits noted below:

- 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 CRT and 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 Method of Development in the C/R 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.
- In the event of redevelopment, priority should be given to existing eligible residents for the units under market-affordable rental agreements. Property owners should work with the MCDHCA and tenants so that eligible residents receive support and assistance to mitigate the impacts of any relocation.

PARKS, TRAILS, AND OPEN SPACE

The plan area is generally well-served by seven existing parks managed and operated by the Parks Department. There is also a strip of land owned and maintained by the Maryland Department of Transportation State Highway Administration (MDOT/SHA) which is adjacent to Northwood High School and functions as parkland from a user perspective. The UBC Plan does not recommend any new public parks; however, 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.

Wheaton Forest Local Park – Park Recommendations

The Committee recommends (3-0) approval of the following recommendations, with the suggested edits noted below:

- 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 the property owner for park improvements in or near the plan area at the time of development.] 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, 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.
- Redevelopment of adjacent properties should relate to and engage the park and ensure that park edges are attractive. For example, [do not] strive to locate parking lots or dumpsters

[immediately adjacent to the] away from park boundaries. Provide screening in case where this cannot be achieved.

- 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.
- 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- Park Recommendations

The Committee recommends (3-0) approval of the following recommendations, with the suggested edit noted below:

- 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 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 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.

MDOT/SHA Land and the Northwood Chesapeake Bay Trail –Park Recommendations

The Committee recommends (3-0) approval of the following recommendations, with the minor edit noted below:

- The Northwood Chesapeake Bay Trail passes through a strip of land owned by MDOT/SHA adjacent to the north side of Northwood High School. 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.

North Four Corners Local Park – Park Recommendations

The Committee recommends (3-0) approval of the following recommendations, with the suggested edits noted below:

- Improve pedestrian connection from the 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, 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 MPDUs that receive either an exemption or discount 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] strive to locate parking lots or dumpsters [immediately adjacent to the] away from park boundaries. Provide screening in case where this cannot be achieved.
- 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] uses for the currently vacant park activity building, one that complements the park and addresses community needs and interests.

Pinecrest Local Park – Park Recommendations

The Committee recommends (3-0) approval of the following recommendation:

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

New Open Space Recommendation

The Committee recommends (3-0) approval of the following recommendation:

- 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 will contribute to creating a livable environment and complete communities associated with new development.

ENVIRONMENTAL SUSTAINABILITY

Many of the existing land uses have been in place for many years and reflect both positive and negative environmental attributes. Positive attributes include mature tree canopy coverage on lots in the older, established residential areas. Negative environmental conditions are associated with auto-centric land uses such as the multi-lane University Boulevard, its numerous driveways, and surface parking lots.

Develop University Boulevard as a Cool Corridor - Environmental Recommendations

The Committee recommends (3-0) approval of the following recommendations, with the minor edit noted below:

- 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]practicable.
- 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 - Environmental Recommendations

The Committee recommends (3-0) approval of the following recommendations, with the minor edit noted below:

- 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]practicable¹⁶.

Mitigate Excess Runoff And Protect Stream Water Quality - Environmental Recommendations

The Committee recommends (3-0) approval of the following recommendations:

- 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 - Environmental Recommendations

The Committee recommends (3-0) approval of the following recommendations:

- Provide opportunities for exercise, recreation, and mental well-being: parks and open space, trails, sidewalks, and bicycle networks.

¹⁶ The Zoning Ordinance requires 25 percent coverage; this provision will be added to the UB overlay zone.

- 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 - Environmental Recommendations

The Committee recommends (3-0) approval of the following 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 - Environmental Recommendations

The Committee recommends (3-0) approval of the following recommendations:

- 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.

COMMUNITY FACILITIES

A broad range of public facilities, including three elementary schools, two high schools, and a fire station are in the plan area, contributing to the creation of a vibrant community for existing and future residents and businesses. The UBC Plan recommends retaining all existing public facilities and supporting efforts to co-locate new public facilities, if needed, in the future.

Community Facilities Recommendations

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. Likewise, the Montgomery County Department of Police, District 4 in Wheaton and District 3 in Silver Spring, provide public safety services to the plan area.

The Committee discussed the need for a new facility for the Montgomery County Department of Police, District 4.

The Committee requested Planning Staff provide a revised recommendation to address the 4th District Police facility need. The following is the revised recommendation:

- The Plan supports providing additional public safety resources[, if needed,] at publicly owned properties in the plan area. While outside the Plan area but serving community members in the Plan area, this Plan also supports the colocation of Police District 4 and the Maryland-National Capital Park Police in a new public safety facility on Layhill Road, as both the 4th District and the Park Police provide service to the Plan area.

According to the Plan, libraries in Wheaton, Silver Spring, Kensington and White Oak provide sufficient resources for residents in the plan area. Likewise, the Wheaton Community Recreation Center and Silver Spring Recreation and Aquatic Center provide nearby services to residents in the plan area.

The plan area has existing child daycare services affiliated with several religious institution. While there are no dedicated senior centers in the plan area, there are senior residential developments and a nursing care/rehabilitative services facility.

The Committee recommends (3-0) approval of the following recommendation:

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

According to the Plan there is school capacity at all levels (due to the reopening of Charles Woodward and Northwood High Schools) to accommodate the Plan’s anticipated growth over the next two decades. If, during the life of the Plan, a school serving the plan area becomes overutilized, Montgomery County Public Schools (MCPS) should consider reassigning students to an adjacent or nearby school with surplus capacity before pursuing capital solutions.

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.

HISTORIC RESOURCES

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.

Historic Resources Listed In The Master Plan For Historic Preservation – Recommendations

The UBC Plan area features two resources listed in the *Master Plan for Historic Preservation*: the WTOP Transmitter and the Pinecrest Recreation Center.

The Committee recommends (3-0) approval of the following 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

The Romeo and Elsie Horad House at 2118 University Boulevard West is a property of significance in the County. It reflects the efforts and achievements of the Webster, Sewell, and Horad families to improve conditions for African American residents living in Montgomery County.

The Committee recommends (3-0) approval of the following recommendations:

- 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.

Evaluate the Following Resources for Designation in the Master Plan for Historic Preservation

Jewish Synagogues, Schools, and Other Institutions

The Committee recommends (3-0) deletion of the first recommendation, requesting instead that the Planning Department add this to their next work program request, and approval of the second recommendation, as edited below:

- [Complete a county-wide Historic Resource Context for architectural and cultural resources associated with Jewish residents of Montgomery County, Maryland.]¹⁷
- Evaluate sites associated with Jewish heritage for listing in the Master Plan for Historic Preservation.

Nichiren Shoshu Myosenji Temple

The Committee recommends (3-0) approval of the following recommendations:

- Expand and develop a comprehensive historic context for the building, highlighting its significance to Montgomery County, Maryland, and the United States.
- Conduct outreach to 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 Committee recommends (3-0) approval of the following additional text and recommendations:

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:

¹⁷ The Committee is requesting the Planning Department to add this to their next work program request.

- 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 Recommendations

Montgomery County's Burial Sites Inventory recognizes the significance of cemetery and burial sites to the community. 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.

The Committee recommends (3-0) approval of the following recommendation:

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

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.

The Committee recommends (3-0) approval of the following recommendations:

- Consider possible impacts to the cemetery location as warranted during development review.
- Per Ordinance 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

There is an undocumented burial site approximately near the intersection of Caddington Avenue and Whittington Terrace. It is the family burial ground for Captain John and Lucy Adamson, first noted in the transfer of property from the estate of John Adamson to Samuel Harwood on November 19, 1779. The last known record of the cemetery is in the land records from 1955.

The Committee recommends (3-0) approval of the following recommendations:

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

RACIAL EQUITY AND SOCIAL JUSTICE

Plan Approach to Racial Equity and Social Justice

The consideration of racial equity and social justice in the UBC Plan, apart from being critical to the development of the 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 (the group 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. This tool involves working through a series of steps and answering questions related to:

- Desired Results
- Analysis of Data
- Community Engagement
- Strategies
- Implementation and
- Communication and Accountability

These steps are critical to ensuring that expected growth and development in the UBC 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. According to the Plan, an equitable community 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:

1. Increased housing diversity, including affordable and attainable housing, to accommodate residents of all abilities, income levels, and stages of life.
2. Improved travel options and transportation access through facilitating future BRT and multimodal networks, ensuring equitable mobility and access to opportunities for all residents.
3. Enhanced environmental sustainability, addressing urban heat islands, and increasing access to green spaces in concurrence with the County's Climate Action Plan.
4. 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 through the Plan, it is essential to understand who is most negatively affected by current conditions and future development trends. While there are limits to collecting and analyzing data on race, ethnicity, gender, geography, income, and immigrant status, Planning staff tried to engage the community by various means. Details of these efforts are included in the Community Engagement Appendix. Analysis of the resulting data indicate:

- The plan area has a racial and ethnic distribution much like the county, but with 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 with 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.

Community Engagement - Inclusive and Intentional Engagement

According to the Community Engagement Appendix, the Plan's outreach and engagement efforts included over 20 in-person or virtual meetings, workshops, and more than 25 community events. Planning staff or its representatives knocked on over 1,000 doors for canvassing and held conversations in six different languages in the multi-family residential area at Arcola Avenue and University Boulevard. Staff logged over 200 one-on-one conversations, sent out nearly 10,000 bilingual mailers and postcards, and collected over 166 questionnaire responses.

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 neighborhood.

Strategies - Recommendations to Mitigate Burdens and Maximize Benefits

According to the Plan, recommendations are directly informed by the desired results, data analysis, and community engagement efforts, the first three steps using the GARE tool. The text below highlights equity implications of the key recommendations:

- 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.
- 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.
- Preserve market rate affordable housing and expand housing diversity so that units are available at different sizes and price points. In addition, promote inclusive communities by removing barriers that restrict access to housing and opportunities based on protected characteristics, and supporting equity by ensuring that all residents have fair access to affordable, attainable, diverse housing options in the area.
- Create new open space with redevelopment and enhance connections to existing parks to promote a livable environment. Retain current parks and explore improvements while encouraging community open space like gardens. These actions support equity goals by ensuring accessible shared spaces for all residents, fostering inclusion and overall well-being.
- Protect and expand the tree canopy with native species, and create a green, cool corridor with sustainable features. Transition development toward building with net-zero carbon emissions. 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 include minimizing impervious surfaces, thus protecting current and future residents from the hazards of flooding.
- 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.
- 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.

- The Plan recommends the study, evaluation, and designation of resources associated with underrepresented groups in the Master Plan for Historic Preservation.

Implementation- Communities in Implementation

The University Boulevard Corridor Plan seeks to ensure greater accessibility and benefit for all residents, current and future, in the plan area. The key to accomplishing this is to ensure that the recommendations summarized above (and listed throughout the Plan) are implemented through meaningful action.

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, noting that Montgomery Planning can play a crucial role in monitoring progress, coordinating stakeholders, and fostering transparency in future decision making. It also states that “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.”

The Committee requested Planning Staff provide more detailed description of the steps they plan to undertake to track and monitor changes in the plan area related to racial equity and social justice. The following text is proposed to be added to the plan:

To meaningfully advance equity and social justice, Montgomery Planning will adopt a four-step approach to tracking and communications:

1. Establish Benchmarks and Milestones: Following Plan approval and adoption, collect and publish comprehensive baseline data, including demographic information and current disparities.
2. Monitor Progress: Track these indicators, analyzing and reporting as part of regular master plan monitoring efforts every 5 years.
3. Select Key Metrics: Monitor metrics including BIPOC representation, homeownership rates, poverty levels, tax delinquency, and transportation methods.
4. Reporting: Publish a user-friendly public report to share progress and highlight gaps.

This process will ensure accountability and promote continuous progress toward racial equity and social justice.

IMPLEMENTATION

Funding Recommendations

This section of the plan lays out several State funding mechanisms that could be used to support implementation of transportation improvements – roadway, pedestrian, transit and bikeway facilities. It is primarily informational in nature with one recommendation.

The Committee recommends (3-0) approval of the following recommendation:

- The 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.

Zoning Recommendations

This section provides a general explanation for the translation of zones that were discontinued in the Zoning Ordinance as part of the Zoning Rewrite in 2014, such as the Planned Development (PD) zones and the Residential Townhouse (RT) zones.

It also includes details regarding the Plan's recommendation to rezone the detached residential properties in the blocks fronting University Boulevard to the CRN zone. The text will be updated to match Council's recommendation on zoning. There is also a paragraph referencing the overlay zone; however, this text is not specific and therefore doesn't appear to need revision.

Public Benefits - Recommendations

This section of the Plan was written as the Incentive Zoning Update was being reviewed and approved. As a result, much of the text of this section can now be found in the Zoning Ordinance.

As a result, the Committee recommends (3-0) deleting the following text:

[The Plan recommends that for all public benefits with contributions or payment in lieu options, the rate of payment be adjusted biannually based on the Baltimore Construction Cost Index from *Engineering News-Record*, 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.]

And adding the following text to clarify that the public benefits noted in the Plan are to be prioritized in the review of applications for incentive density:

The Plan prioritizes the following public benefits by tier of incentive density:

Capital Improvements Program and Fiscal Impact Statement

The County's Capital Improvements Program (CIP) establishes funding for public infrastructure and facilities. The Plan provides a list of potential CIP projects related to anticipated infrastructure needs based on Plan recommendations.

On September 2, 2025, the County Executive transmitted a Fiscal Impact Statement (see © pages 26-30) on the Planning Board Draft University Boulevard Corridor Plan. The estimates, which include the anticipated breakdown between County, State/Federal, and Private costs, can be summarized as follows:

- Mass Transit: \$45 million in one-time costs and \$2.2 million in recurring costs, mostly for the cost to implement the University Boulevard and US 29 BRT projects in the Plan area. This cost will be slightly lower given the Committee's recommendation to remove the bus lanes through Four Corners.
- Intersections: \$24 million in one-time costs and \$180,000 in recurring costs to implement protected crossings, remove channelized right turns, and close median breaks.
- New roads: \$62 million in one-time costs and \$147,000 in recurring costs to build the new roads recommended in the Plan. The one-time costs will fall to private developers, while the recurring costs would be borne by the County. This cost will be slightly lower given the Committee's recommendation to change some of these connections to paved trails.
- Existing roads: \$119 million in one-time costs and \$98,000 in recurring costs to realign intersections and reconstruct I-495 ramps. The vast majority of this cost is created by the reconstruction of Four Corners, part of which are duplicate costs from the BRT estimate

and all of which will likely change as result of the Committee's recommendations for the Four Corners Street Network.

- Pedestrian and Bikeway Facilities: \$172 million in one-time costs and \$1.2 million in recurring costs. Most of this estimate (\$98.4 million) is for the University Boulevard Breezeway outside of Four Corners.
- Traffic calming: \$100,000 in recurring costs to do traffic calming throughout the Plan area.
- Sligo Creek Stream Valley Park Playground: \$650,000 in one-time costs.



OFFICE OF THE COUNTY EXECUTIVE

Marc Elrich
County Executive

MEMORANDUM

September 2, 2025

TO: Kate Stewart, President
Montgomery County Council

FROM: Marc Elrich, County Executive 

SUBJECT: Transmittal of Comments on the University Boulevard Corridor Plan

Pursuant to Sec. 33A-7 of the County Code, I am submitting Executive's comments on the University Boulevard Corridor Plan (UBCP). Following are my overall comments and highlights from the departmental comments and recommendations found in the attachments: MCDOT (Attachment A); DEP (Attachment B); and DPS (Attachment C). DHCA comments on the Planning Board draft will be referenced in this memo. The Fiscal Impact Statement will be sent separately. Representatives from the departments are available to respond to questions and will attend forthcoming committee and Council meetings.

First, it is imperative to note that Corridor Planning is a concept introduced in Thrive Montgomery 2050 without sufficient details for residents to understand what it would mean to their neighborhoods.

Corridor Planning is Antithetical to the Recommendations of the General Plan, Thrive Montgomery 2050.

The University Boulevard Corridor Plan is the first corridor plan to be implemented after the passage of Thrive 2050, the General Plan approved by the prior County Council in 2022. While the corridors concept was introduced in Thrive, there was no mention that corridor planning would **replace** the master plan process. In fact, the introduction to Thrive clearly lays out the importance of master plans:

“...Thrive Montgomery 2050 will inform future master and functional plans. Master plans (or area master plans or sector plans) are long-term planning documents for a specific place or geographic area of the county. All master plans are amendments to the General Plan. They provide detailed land use and zoning recommendations for specific

areas of the county. They also address transportation, the natural environment, urban design, historic resources, affordable housing, economic development, public facilities, and implementation techniques. Many of Thrive Montgomery 2050's recommendations cannot be implemented with a one-size-fits-all approach. Area master plans will help refine Thrive Montgomery 2050 recommendations and implement them at a scale tailored to specific neighborhoods.” (Thrive Montgomery 2050, Approved and Adopted, [THRIVE-Approved-Adopted-Final.pdf](#), pg. 4)

Unfortunately, this Corridor Plan ignores the master plan process outlined in Thrive. It is focused solely on producing as much housing as possible without adequately addressing the other essential elements of a master plan. Its focus on only part of a road explains why the boundaries have proven so controversial. The narrow, artificial boundaries not only divide and truncate established neighborhoods but also undermine any analysis of the other essential elements of a master plan. The area of study is so small that it is impossible to assess accurately school overcrowding, transportation adequacy, or park deficits. It is so irregular that it is impossible to envision a new, improved community that stimulates economic growth and fifteen-minute living, all goals of Thrive 2050. This is contrary to successful master plan processes - as Thrive correctly lays out, it is the master plan process that is designed to address comprehensive future growth for a specific area of the county.

Corridor planning in general – and the University Boulevard Corridor Plan, specifically – ignores existing area master and sector plans, does not consider community amenities like parks and community centers and libraries, and even ignores the 23 designated activity centers in the county.

Community-Based Planning eliminated as a division and as a process

Historically, the community-based planning division of the Planning Department led on master plans. They worked with advisory boards that included residents and business representatives and, often, environmental and other organizations. The other divisions such as transportation and environment provided technical information as part of the master plan process. In general, staff served to provide information rather than dictate the outcome to the community.

Everything that we are so proud of about Montgomery County was built with the community: the community was not the enemy. That is no longer true; residents now feel ignored and dismissed, and the zoning and plans are worse because of it.

Corridor Planning is Based on a False Premise.

The University Boulevard Corridor Plan is the first of the corridor plans and therefore is an indicator of corridor planning in general. This process assumes that increasing density through zoning changes is essential to addressing the need for more affordable housing in the county. This is a false premise.

Existing approved master plans already have zoning potential for approximately 125,000 units, which would accommodate about 300,000 new residents. This number is well beyond the forecast of future residents: 200,000 more expected over the next 25 years. In other words, the zoning capacity of housing units far exceeds the number who are coming here. Some may suggest that if more units are built, then more people will come here, but that is not how it works. The forecast has proven to be generally accurate for the number of future residents. Given this reality, upzoning additional areas will simply change the location of development; it will not bring more people. Corridor plans that provide additional density opportunities will draw density and development away from other important master planned areas like Wheaton. Wheaton, the nearest master planned area to the University Boulevard Corridor Plan, has not developed as it should have. It has been over-zoned for high-rise, and it likely needs a reconsideration of its zoning. Planning should focus on building out in Wheaton, which is immediately adjacent to metro rail and a bus hub, rather than moving development further from transit. Drawing housing away from Wheaton deprives Wheaton of housing closest to transit, which is the top priority. And this is true for all the sector plans and activity centers, which were predicated on being focuses of growth. To the extent that the growth moves to the corridors, it does not happen where we planned it.

The upzoning of the University Boulevard corridor incentivizes incoherent functionality, where development is random and arbitrary, generated not by infrastructure improvements, but by “property owners’ initiative to pursue infill development or redevelopment” (UBCP, p. 10.) That is, it is dependent on developers buying blocks of property, since one single-family lot wouldn’t provide sufficient space to redevelop. This consolidation will in turn inflate the prices of surrounding single-family homes, increase the price of development, and work against the goals of affordable housing.

Advocates for upzoning residential areas point to Minneapolis and Arlington as models that eliminated single family zoning, but those areas are not comparable to Montgomery County, where existing zoning can accommodate future growth. In those jurisdictions, they had no place to grow within their existing zoning. To accommodate what they believed could be their future growth potential, constrained by the built environment that existed, rezoning was their only option. As people like to say, you can’t just invent new land.

Given that Montgomery County does not need additional zoning to accommodate future residents, this is a plan to let developers go after existing neighborhoods by creating a false sense that there’s nowhere else left to develop. In October 2019, the Executive Director of the Metropolitan Washington Council of Governments (MWCOC) confirmed that “The results of this initial assessment confirmed that the region can accommodate – within existing comprehensive plans and zoning – significantly more housing than the additional 100,000 units called for in the Board directive. In April, the Planning Directors reported that they had further determined that all the additional housing could be accommodated within the region’s Activity Centers and around planned network of high-capacity transit areas.”

Comments specific to the Planning Board Draft of the University Boulevard Corridor Plan

1. This plan is based on a Bus Rapid Transit (BRT) line that does not exist and is not even in the planning stage.

According to the Planning Board Draft, the Plan proposes amending parts of three different existing master plans, a functional master plan, the Master Plan of Highways and Transitways, the Bicycle and Pedestrian Master Plans, the Master Plan for Historic Preservation, and Thrive Montgomery. It envisions “transforming approximately 3.5 miles of University Boulevard into a pedestrian-oriented and multimodal corridor that supports safe movement for all people, especially those walking, biking, and rolling.” (pg. 6) It also states that it 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,” along with rezonings of existing residential, institutional, and single-use commercial properties intended to accommodate “a range of building types between planned BRT stations and higher density, mixed-use development near planned stations.” Page 7 of the Plan says: “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.”

Here is the fact that is ignored throughout this Plan: BRT on University Boulevard is not even in an initial planning stage. There is no facility plan for it, no funding identified in the Capital budget – even in the beyond six-year window, no guarantee that the five BRT stops central to the Plan will be built. Prior master plans used staging, which conditioned development on the related infrastructure – in this case – the BRT route. Those master plans generally did not allow the increased development until the infrastructure was at least in the capital budget.

Based on the uncertainty of BRT on University Boulevard, the impacts on existing traffic and traffic patterns must be carefully reviewed and considered. The plan lays out “near-term” and “long-term” recommendations for the immediate area that could have significant impacts on residents and existing businesses in the surrounding area. Currently, long lines back up along Colesville Road for entrance on to the beltway; some of the Plan’s proposed changes could drastically exacerbate the situation and those consequences must be clearly and carefully laid out. The only discussion of the impacts on existing traffic is in Appendix F, which is not attached or even referenced in the draft itself. Furthermore, the narrow arbitrary boundaries of the UBCP do not include enough of the road network to assess the consequences of changes to University Boulevard on other roads.

I am very concerned about the lack of specificity on the impact of the proposed realignment of streets and connection of streets discussed on page 101. The realignments would necessitate several new signaled intersections on University Boulevard, while the proposed street connections would convert dead-end streets into through streets conducive to cut-through traffic. **The impacts of these changes are not analyzed or addressed, not even in the appendix.**

MCDOT offer comments in Attachment A. The memo acknowledges that the long-term vision to support BRT is positive; however, it underlines the concern that the zoning changes allow density to proceed well before the infrastructure necessary to support it. It points out that the University Boulevard BRT has not entered facility planning, nor is there committed funding in the Capital Improvement Program (CIP). DOT recommends that zoning changes proceed concurrently with funding for additional investments in the corridor. And while they are supportive of the transit lanes proposed for Four Corners, they note that they have not yet performed any analyses for the University Boulevard BRT, which might produce alternative options for achieving multimodal safety and furthering the goals of the Climate Action Plan without continuous bus lanes. In other words, the proposed significant changes in the Plan to accommodate BRT may be better accomplished in an alternative fashion that has fewer deleterious effects on local traffic and business.

2. This plan does not follow the master plan process, which would incorporate local residents and businesses, and cover a cohesive area.

The residents who live on or near University Boulevard – a diverse population, many of whom live in naturally occurring affordable homes – have come out in record numbers to voice their opposition to this Plan. For more than a year, they have attended public hearings and meetings and sent emails and letters to voice their concerns. As reported in Bethesda Magazine, 72 people presented in-person testimony at the Planning Board’s public hearing in March 2025 while more than 1,100 residents watched online, the vast majority of whom voiced their opposition to the Plan. <https://bethesdamagazine.com/2025/03/03/silver-spring-residents-voice-major-opposition-to-university-boulevard-corridor-plan/>.

In the past, Master Plan committees were created, comprised of residents and local businesses and developers along with community groups. They spent months developing the detailed plans that reflected the input of all parties, and the recommendations were voted on by the body – a process that produced a plan that inspired a level of confidence that communities had been engaged. The role of planning staff was to help guide and inform the process. The Planning Board has destroyed that process, replacing it with minimal community involvement and no meaningful role in decision making. Historically, planning staff helped residents with the planning process rather than dictating to them what would happen.

Residents’ concerns either have not been heard or have been dismissed, with one notable exception. In July 2025, Council Member Natali Fani-Gonzalez wrote a letter to her colleagues on the Council’s Planning, Housing, and Parks Committee stating that she believes the existing zoning on the Kemp Mill Shopping Center “is great as it is” and should be retained. This followed a community meeting she held, attended by more than 300 people after which she wrote that the Shopping Center is “a wonderful, unique asset” and “truly the heart of this community.” Her recommendation is to remove the Shopping Center from the Plan boundary. While it is positive that CM Fani-Gonzalez listened to these residents, it highlights the fact that

the Planning Board, with all its assurances that residents had a voice, did not address the issues raised by the Kemp Mill community in the Plan sent to the Council, even though they heard from the same people from the same community who voiced the same concerns. Other communities in the University Boulevard area have raised concerns about how the Plan will impact where they live, but they have been dismissed by planners who think their “vision” of the Plan is the way to go. There is great frustration throughout the County with a planning process that now dictates what’s best for communities while not engaging them in serious, in-depth conversations.

3. This plan’s recommended zoning directly conflicts with the recently passed ZTA 25-02, adding to the ongoing confusion around housing proposals.

When the Council recently adopted ZTA 25-02, Workforce Housing – Development Standards and its companion Subdivision Regulation Amendment, residents were assured that, contrary to the wildly unpopular Attainable Housing proposal, this ZTA would not rezone single-family residential properties countywide; instead, it would allow additional residential building types on properties fronting certain corridors without changing the underlying zone. This was intended to allay residents’ concerns about the potential reach of redevelopment beyond properties fronting the corridors.

But nothing lasts forever. Now, just weeks later, the University Boulevard Corridor Plan proposes rezoning the predominantly R-60, R-90, and R-200 neighborhoods within the Plan boundary to the CRN zone (see maps on pages 27-28). In combination with a proposed overlay zone, the Plan dispenses with the assurances afforded under the ZTA by proposing rezoning that reaches beyond corridor-fronting properties and bifurcates established neighborhoods, leaving some sections in an existing master plan area and moving other sections into the University Boulevard Corridor Plan area. The map on page 17 of the draft illustrates that 11 different neighborhoods are chopped up.

4. Housing: This plan incentivizes the disappearance of existing naturally affordable housing and the displacement of residents who live there now, especially renters.

Both the ZTA and the corridor plan concept propose changes deemed necessary to “meet the growing demand for housing” (pg. 78) with the total number of housing units taking precedence over affordability. There is actually a declining demand for housing. The most recent COG Forecast reduced the estimate for Montgomery County by almost 6,000 units from the original 2030 forecast. Growth locally and regionally is expected to slow, not grow, and, as we noted earlier, we already have all the capacity we need in our master plans to accommodate it.

The Plan notes that the University Boulevard area “is home to around 3,400 housing units, with a range of housing types including detached, attached, and multifamily units.” And while it says that the Plan area is characterized by “its general affordability compared with the county as a whole in sales prices, rents, and the large amount of housing stock that is income restricted” (page 77), it does not prioritize the preservation of currently affordable homes. It is perverse that

the first target of the corridor plan concept is one of the most affordable ownership areas in county, with a mix of housing types.

Recommendations aimed at increasing housing affordability and supply in the University Boulevard corridor are found on page 80. While the Plan outlines possible strategies regarding affordable housing, it does not require a “no net loss” along with an **increase** in affordable housing. Instead, it is “aiming to balance the preservation of existing naturally occurring affordable housing with the production of new housing.” Note that it is the production of housing, not the production of affordable housing. And it recommends “preserve existing market rate affordable housing where practicable, striving for no net loss of market rate affordable housing in the event of redevelopment.” No net loss should be a starting point, not a “nice-to-have.”

The conflicting nature of these two policy goals – redevelopment and no net loss – is not addressed in the Plan, which adds capacity for an additional 4,000 residential units, more than double the existing number. It states that the zoning changes are intended to provide property owners with “more flexibility” for what they can build on their properties if they choose to redevelop, making it clear that redevelopment is the underlying premise of the Plan – not only for individually owned residential properties, including assemblage, but also for religious and institutional properties. The Plan’s recommendations for affordable housing are either minimal improvement (15% MPDUs) or simply suggestions, not requirements. Only rezoning is required. What exists in the area now is what we need, but what is proposed reduces that and replaces it with market-rate housing. The small number of required affordable units also does not match the needs of future households’ income levels. Again, from COG, demographics indicate that of the next 30,000 households, half would have incomes below \$50,000, a fourth between \$50-75,000 and the last fourth above \$75,000. This begs the question of who we are planning for.

These recommendations are being made at a time when residential property zoning changes around the country are being analyzed to see whether they result in more affordable housing. Increasingly, experience indicates that they do not. Here is an abstract from a University of Virginia Law School research paper by Richard Schragger and Sarah New:

It is commonly assumed that local land use regulations—and especially single-family and other restrictive zoning classifications—limit housing supply and thus increase housing costs. This view assumes that absent restrictive regulations, landowners will respond to rising prices by building more homes. This study of Charlottesville, Virginia—a small, high-demand city experiencing high housing costs—uncovers significant underdevelopment of parcels under current zoning classifications, however. Under the zoning code that governed local land use through 2023, Charlottesville’s residential districts could have accommodated significantly more housing units – production that went unused and remains untapped. That finding suggests that the conventional story about the effects of local land use regulations on landowner behavior is not

straightforward, that zoning classifications may not be the primary constraint on housing supply, and that the elimination of restrictive zoning, absent other interventions, may have relatively small effects on housing supply and/or affordability in a given jurisdiction. https://papers.ssrn.com/sol3/papers.cfm?abstract_id=4794807

Professors Genesh Sitaraman and Christopher Serkin at Vanderbilt Law School have also argued that zoning is not the solution for affordable housing:

But the obsession with zoning is conceptually flawed, descriptively problematic in that it ignores or obscures the many other causes of the affordability crisis, and potentially perverse by promoting solutions that, in some cases, may be ineffective and even harmful. Indeed, at the extreme, those who are laser-focused on zoning are falling back into a neoliberal paradigm that makes overly simplistic assumptions about markets. ([Post-Neoliberal Housing Policy by Ganesh Sitaraman, Christopher Serkin :: SSRN](#))

Residents commenting on the University Boulevard Corridor Plan repeatedly pointed out that increased land values resulting from rezoning would likely lead to the displacement of renters currently living in the single-family homes along the corridor, and the replacement of neighborhood-serving businesses located in some of those homes or in small commercial centers, as well as the possible loss of prized religious and institutional uses. The Kemp Mill community was not the only one expressing alarm over the redevelopment of their cherished shopping center. Woodmoor residents similarly pointed out that redevelopment of the Woodmoor Center at Four Corners would replace valued neighborhood businesses. They remain confused about the historic status of the Center, described on page 70 as having been built in 1937, with various additions but with its architectural form and design still intact. Their understanding is that the Center was previously recommended for evaluation for listing in the Master Plan for Historic Preservation. The chapter on historic resources beginning on page 134 makes no mention of evaluating the Center; instead, it recommends redevelopment in the CRT zone with a height of 100' adjacent to a single-family residential neighborhood.

5. The Environment: This plan will inevitably result in reduced tree coverage and increased imperviousness, contrary to climate change goals.

Key environmental recommendations in the Plan are found on pages 89-90. To summarize, the Plan hopes for a “Cool Corridor”, underground utilities, a tree canopy of at least 50% on private and public parking lots, and a minimum of 35% green cover on newly developed or redeveloped properties. DEP shares detailed comments in Attachment B, summarized here:

- Increasing allowed density and intensity of development along the corridor will almost certainly result in a decrease in tree canopy and an increase in impervious surfaces, resulting in an increased heat-island effect detrimental to humans and aquatic and other biological resources.

- This will produce a negative impact on other environmental factors, such as reduced absorption and infiltration of stormwater, reduced filtration of air particulate matter, and reduced habitat.
- These factors are discussed at greater length in DEP's analysis of Chapters 1, 4, 5, 7, and 8.

Per the Climate Action Plan that identified increased risks of flooding due to climate change, the County is currently conducting an in-depth study countywide, to identify risk, the need for infrastructure and regulatory changes, and individual residents' actions necessary to deal with increasingly frequent and intense storms. Sligo Creek watershed, which extends along a portion of University Boulevard, is the first one to be modeled, with results to be released soon. There are flood risk areas, our current storm drain systems are inadequate, and we cannot build our way out of these problems, especially with recent reductions in infrastructure funding. Many of the solutions will take time, but what we can do now is to adopt land-use plans that address these problems. **At the very least, plans should do no harm.** I see no evidence that the Plan has considered which areas along the corridor are at risk of flooding, and as described above, DEP has signaled that the proposed intensification of land uses will exacerbate the problems.

We are not alone in our concerns. Arlington County recently announced plans to explore potentially tighter regulations of impervious surfaces in their low-density residential neighborhoods, citing incremental changes to properties that increase the risk of flooding and create more intense heat in surrounding areas. <https://www.arlnow.com/2025/08/20/arlington-plans-public-outreach-on-rules-for-impermeable-surfaces-at-single-family-homes/> We should be considering these issues now instead of proceeding on a glide path to approve corridor plans that are antithetical to good planning.

6. Fiscal impact is likely under calculated and large.

While I have long advocated that investments in infrastructure are important for the future of the county, this Plan does not direct or consider the infrastructure improvements in a priority fashion.

7. Clarification on Permitting Issues

The Department of Permitting Services memo (Attachment C) identifies two areas of concern. It cites the vague language in Chapter 8 – Housing, noting that all new construction will be subject to the applicable codes; and it asks for more specificity and clarity in Chapter 7 – Environmental Sustainability regarding tree protection.

Closing Comments

As I stated in my memo to the Planning Board, although there is no language in Thrive Montgomery 2050 that suggests replacing the master plan process with corridor plans, we are told that the University Boulevard Corridor Plan is the first of many, each one focused almost solely on producing as much housing as possible within the ranges of three typologies, and without addressing the other multiple criteria articulated in Thrive that make a community a complete community. The broad brushes of the Plan do not reflect the differences in neighborhoods and the value of community-serving businesses and ignore the reality that the housing that will result will be priced out of reach for many residents currently living there.

This quest for additional housing pretends that absent zoning changes we have no place for residential growth. It ignores all of the unbuilt units that previous councils have planned for – explicitly to accommodate future growth. If the Planning Board believes housing types are the issue, they have a painless way to find out. They could reexamine those Master Plans that have not been significantly built out, reconfigure the housing elements by changing some of the zoning to favor duplexes, triplexes, quads and small apartments, and see whether those changes accelerate housing production. They could also evaluate the Planning Board’s over-use of high-rise zoning which has stifled development. To that point, developers have requested plan changes in White Flint 2, changes initially opposed by planning staff, that would allow them to build townhouses and lower apartments because, as they said, there’s no market for the high-rises. Similarly, they could look at their own report on the lack of development in White Flint, where the developers told them they could not get high enough rents. More plainly, there isn’t a market for the units they want to build at the price they want to build them. Overzoning has created price pressures by raising the price of land, making it too expensive to build lower density projects.

Most residents are very supportive of efforts to increase housing affordability for those who live in or wish to live in the County. They just want us to find a way to get there without adopting plans that exacerbate traffic jams on roads, overcrowd our schools, damage the environment, increase flooding risks, and overtax County services and infrastructure. They see who benefits from these land use decisions and they know it isn’t them. And they are tired of being dismissed as NIMBYs. There is a better way to plan. A good start would be to reject the University Boulevard Corridor Plan, rethink what makes sense and what doesn’t, and get back to a more inclusive planning process than currently exists.

I listened to Council discussions about Thrive and no one from the Planning Board or the Council ever told residents that with this tool we will enable developers to go into existing neighborhoods, buy up blocks of housing, and double the density and introduce commercial uses to the interior of quiet suburban neighborhoods. Residents didn’t see this coming – it’s not surprising that they are not happy.

Enclosures: Attachment A – Department of Transportation Comments
Attachment B – Department of Environmental Protection Comments
Attachment C – Department of Permitting Services Comments

cc: Cecily Thorne, Chief of Staff to the Council President, Montgomery County Council
Craig Howard, Executive Director, Montgomery County Council
Pamela Dunn, Senior Legislative Analyst, Montgomery County Council
Richard S. Madaleno, Chief Administrative Officer
Ken Hartman-Espada, Assistant Chief Administrative Officer
Tricia Swanson, Director of Strategic Partnerships
Debbie Spielberg, Special Assistant, Office of the County Executive
Claire Iseli, Special Assistant, Office of the County Executive
Meredith Wellington, Policy Analyst, Office of the County Executive

Attachment A



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

MEMORANDUM

August 8, 2025

TO: Greg Ossont, Deputy Director
Department of General Services

FROM: Haley Peckett, Deputy Director for Transportation Policy
Department of Transportation

SUBJECT: University Boulevard Corridor Plan
Planning Board Draft – Executive Branch Comments


Haley Peckett (Aug 7, 2025 16:14:06 EDT)

Thank you for the opportunity to review the Planning Board Draft of the University Boulevard Corridor Plan. In addition to the detailed technical comments attached, we would like to highlight several more significant issues. In the items below, footnotes identify the associated comment number in the attached detailed technical comments:

- 1) **TRANSPORTATION & DENSITY:**³ Much of the plan's growth is intended to use and support the University Boulevard Bus Rapid Transit (BRT). In the long term, this is an admirable vision, but we are concerned that this plan's zoning updates may allow this increased density to proceed before the corridor has the infrastructure to fully support it. The University Boulevard BRT has not entered facility planning, nor has it any committed funding in the current Capital Improvement Program (CIP). The Montgomery County Department of Transportation (MCDOT) recommends that the zoning changes proceed concurrently with funding for additional investments in the corridor to ensure it is capable of supporting the new growth.
- 2) **TRANSIT LANES IN FOUR CORNERS:** We are supportive of the Planning Board's recommendation to include the bus lanes along the length of the corridor, including through Four Corners. Planning for bus lanes is among our top priorities through Four Corners as this corridor already carries some of the highest passenger volumes in Maryland and provides important regional connectivity. These lanes will support other goals of the plan by making transit more reliable and desirable, helping to shift trips from private vehicles to transit, supporting multimodal safety, and furthering goals of the

Office of the Director

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Climate Action Plan. We note, however, that as we have not yet performed any analyses for the University Boulevard BRT, further study may find alternative options for achieving these benefits without the provision of continuous bus lanes.

- 3) **BRT-LED EFFORTS:** The Plan proposes additional items (driveway consolidation¹ and studying the long-term road network realignment²) be added to the University Blvd BRT facility planning effort. The purpose, need, and timeline of these additional items differ from the scope of the BRT. MCDOT requests that these items not be tasked to the BRT efforts to ensure that BRT can be delivered without incurring unnecessary costs, delays, and complexity.
- 4) **STATUS OF EXISTING BUS LANES:**¹⁷ The University Boulevard bus lanes, a pilot implemented in partnership with Maryland State Highway Administration (SHA), were installed in February 2024 and evaluated over the following year. This pilot was fully independent of the Corridor Plan. However, MCDOT anticipates that public comments intended for the Corridor Plan will reference the bus lanes. SHA made these lanes permanent in May 2025, based on marked improvements to bus travel times and reliability. MCDOT's website includes project updates and evaluation data. MCDOT can provide additional information to Council upon request.

Enclosure: Detailed Comments

cc: Ken Hartman-Espada, Assistant Chief Administrative Officer, Office of the County Executive
Debbie Spielberg, Special Assistant to the County Executive, Office of the County Executive
Claire Iseli, Special Assistant to the County Executive, Office of the County Executive
Meredith Wellington, Planning Policy Analyst, Office of the County Executive
Christopher Conklin, Director, Department of Transportation
Andrew Bossi, Senior Engineer, Transportation Policy, Department of Transportation
Kara Olsen-Salazar, Planning Specialist, Department of General Services

0	Team	Commenter	Page	Summary	Comment
1	VZ	WH	9, 102	BRT & Driveway Impacts	RE: p9 1st Bulley p102 2nd black bullet Conditioning BRT to "consolidate, remove, or relocate driveways" is not the primary purpose of BRT. These activities might occur as needed to safely operate the BRT and improve accessibility, but should not expand the scope in this manner. This also risks negative perception of BRT if people think it will inevitably affect their home's or business's access. On both p9 and p102 remove "or implementation of BRT"
2	Policy	HP, SCP, ADB	9, 112-114	BRT & Long-Term Grid	RE: p9, Transportation section, last bullet Also p112-114 We suggest the following edits: - On p9, last bullet, delete "Along with a more detailed design for BRT," from the last sentence. - On p114, adding this line to the last paragraph: "The future study should also consider the importance of this corridor for bus transit and the status of bus priority or BRT improvements, and all recommendations should integrate temporary improvements to maintain transit mobility." Rationale: There has been substantial negative public response to the proposed road network realignment. While much of the opposition has centered on issues that are relatively unrelated to the realignment itself, and on issues that can likely be addressed, it is important not to conflate the effort together with BRT. Both efforts need to acknowledge each other, but having BRT take the lead in a "blank slate" reimagining of Four Corners will complicate and delay the BRT effort. These are two completely different projects with different purposes, different needs, different timelines, and different scopes. The long-term network realignment must be a fully separate effort from the nearer-term BRT project. That study would then consider the long-term configuration and means of implementation, including laying out high-level right-of-way needs. We suggest that this study occur after the Univ Blvd BRT in Four Corners has completed design & been funded for construction, so that it may be considered a background project in the study of long-term needs.

0	Team	Commenter	Page	Summary	Comment
3	Policy	ADB	23-74	Zoning - Transpo Nexus	Consider some connection between expanded density and implementation of BRT, such as construction funding programmed within the 6-year CIP. This would help support the intended nexus of the Growth Corridor between density and non-auto mobility.
4	Policy	ADB	97	Brunett Ave	Figure 68 - The 4' sidewalks are sub-standard and not compliant with our application of ADA. The 5' Planting Strips are also substandard, though that's just a matter of policy rather than law, so it's not as much a deal-breaker. I recognize this cross-section's peculiarities are likely reflecting on-the-ground conditions, and in practice we expect to use a more acceptable design, but the master plan should be laying out the ideal long-term vision.
5	VZ	WH	99	Top 10 vs Top 5	2nd Paragraph, 4th Line - Should read top 10 instead of top 5
6	DO, Transit, BRT, Policy	HP, AW, JC, JH, JT, SCP, ADB	108-111	Transit Lanes	RE: Figures 75 through 81 Bus lanes need a minimum 12' travel lane, whereas the plan currently shows 11' This will likely be resolved at implementation by narrowing the Active Zone by 1' or by conditioning an additional +1' of ROW/easements with any redevelopments along these segments. But it would be ideal for the master plan to reflect what will likely be the reality at implementation.
7	Policy	ADB	115	Inadvertent Note	There's a PDF comment/note inadvertently left in the file at the top of p115
8	BRT, Policy	JT, ADB	115-116	Table Formatting	(JT) Table 1 was split into two pages. The table on the second page does not have street names and segments like the first page, which makes it hard to discern the information, such as existing lanes and proposed lanes etc. (ADB) Either... - Add a blank page between before Table 1 so that these align across a two-page spread. - Shrink the columns so that the width fits fully within a page, then break up the table vertically across several pages (as has been done with all previous plans). Consider Landscape format for these pages.
9	BRT	JT	115-116	Existing Traffic Lanes	Table 1 - Colesville Road within the Four Corners Town Center boundary (Timberwood Ave to Lanark Way) has 8 existing lanes instead of 6 lanes
10	BRT	JT	115-116	Existing Traffic Lanes	Table 1 - Colesville Road within the Town Center southern boundary to planning area boundary (460' south of Lanark Way) has 8 lanes instead of 6 lanes. NB has 4 thru lanes and SB 3 thru+1 auxiliary lane to I-495 ramp

0	Team	Commenter	Page	Summary	Comment
11	BRT	JT	115-116	Existing & Proposed Traffic Lanes	Table 1 - University Boulevard within the Town Center boundary: none of the continuous turn lanes were accounted for. As is stated, it's somewhat misleading to suggest that there will be only 2 travel lanes in each direction with the repurposing of one travel lane (3 to 2 lanes in each direction). The turn lanes are continuous and part of the available public ROW.
12	BRT	JT	115-116	Existing & Proposed Traffic Lanes	Table 1 - University Boulevard WB Lexington Dr to Colesville Rd has 4 existing through lanes.
13	Transit	AW	117	Current Routes	Ride On Route 19 runs along University Blvd from Dennis Ave to the Beltway. Figure 82 shows it, but the plan text only mentions Routes 7, 8, and 9.
14	Transit	AW	117, Appendix F p2	Bus Routes	Pages 117 and Appendix F p2 should be updated to reflect new route numbers from WMATA's Better Bus effort.
15	Transit	AW	118	Ride On Reimagined	(AW) Ride On Reimagined was formally adopted in December 2024 and put into effect at the end of June 2025, so the description should be updated. (ADB) Or perhaps this entire paragraph could be deleted, as it is now the status quo.
16	Transit	AW	118	Better Bus Paragraph	A paragraph similar to the Ride On Reimagined paragraph should be added for WMATA's Better Bus network redesign, which affects all Metrobus service in the DC region.
17	Policy	HP, ADB	119	Bus Lanes Pilot	Language should be added/edited "The 16 month pilot allowed MCDOT and SHA to evaluate operations, passenger travel times, service reliability, customer experience and motorist compliance. Due to strong performance in all of these metrics, SHA determined that these bus lanes would be made permanent in May 2025."
18	Transit	AW	121, 150	Bus Stop Amenities	p121, 2nd bullet p150, "Transit Stop Improvement" On both pages, replace "new bus shelters" with "amenities based on ridership" Rationale: The current phrasing mentions improving the transit environment with "new bus shelters." However, shelters are typically reserved for the highest ridership stops, while other amenities (benches, wastebaskets, real-time arrival info screens, etc.) can be added at stops with lower ridership.

0	Team	Commenter	Page	Summary	Comment
19	Transit	AW	121	Door to Door vs Corner to Corner	3rd bullet: Replace "door-to-door" with "corner-to-corner" Rationale: Door-to-door service is limited to specialized paratransit for seniors and persons with disabilities. Ride On Reimagined envisions adding Flex microtransit service to parts of the Plan area. Flex offers corner-to-corner service for all riders, which is much more cost effective to provide than door-to-door.
20	VZ	WH	144	Safe Streets & Roads for All Reference	The 3rd paragraph last sentence references "MDOT's Safe Streets and Roads for All initiative," but I believe the intended reference is for USDOT's Safe Streets and Roads for All (SS4A). If the intention is to reference an MDOT initiative, could replace SS4A with SHA's Pedestrian Safety Action Plan (PSAP).

0	Team	Commenter	Page	Summary	Comment
21	VZ, Policy	WH, ADB	148-152	MDOT SHA Lead	Table 2 - The majority of these items should have MDOT SHA as the lead. MCDOT cannot do anything to University Blvd without SHA's approval including new street connections, repurposing travel lanes, removing right-turn lanes, signalizing, etc. The following should have MDOT SHA as the Lead Agency and MCDOT as a Coordinating Agency: - Repurpose General-Purpose Travel Lanes (p148) - Narrow Travel Lanes (p148) - Remove Channelized Right-Turn Lanes (p148) - Minimize Curb Radii (p148) - Signalize, Restrict, or Close Median Breaks (p149) - Consolidate, Remove, or Relocate Driveways (p149) - Protected Pedestrian Crossings (p151) - Street Lighting (p151) - "No Right Turn on Red" Restrictions (p151) - Leading Pedestrian Intervals (p151) The following should be MDOT SHA and MCDOT both listed as Lead Agencies: - Decorative Crosswalks (p149) - University Boulevard Sidepaths (p151) - Pedestrian Crossings (p151) - Public Pathway ADA Accessibility (p151) - (if Council or Planning feel that any of the above suggested for only MDOT SHA should be MDOT SHA / MCDOT, it's fine to assign both agencies) - Protected Intersections (p151)

Attachment B



DEPARTMENT OF ENVIRONMENTAL PROTECTION

Marc Elrich
County Executive

Jon Monger
Director

MEMORANDUM

August 4, 2025

TO: Kara Olsen Salazar, Planning Specialist
Department of General Services

FROM: Amy Stevens, Chief, Watershed Restoration Division
Department of Environmental Protection *Amy Stevens*

SUBJECT: University Boulevard Corridor Plan Amendment, Planning Board Draft – Executive Branch Comments

As requested, the Department of Environmental Protection (DEP) has reviewed the University Boulevard Corridor Plan, Planning Board Draft Final (Summer 2025). We appreciate this opportunity to provide comments. The comments provided in this memo expand on the comments that DEP provided to Montgomery Planning in December 2024. These comments were not all included in the February and March comments provided to the County Executive staff and Planning Board Chair on the public hearing draft. After conducting a more thorough review of the Planning Board Draft Final, DEP determined that it would be beneficial to include more detailed comments on the impact that development has on the environment and water quality in our County.

Additionally, DEP greatly appreciates the opportunity to collaborate with Planning prior to the release of the public hearing draft. We acknowledge and thank Planning for incorporating some of our comments and suggestions, particularly in Chapter 7: Environmental Sustainability.

DEP is submitting the following comments and analysis:

- **General Comment:** Increasing allowed density and intensity of development along the University Boulevard corridor will almost certainly result in a decrease in tree canopy, an increase in impervious surfaces. Both results will contribute to an increased heat-island effect, which is detrimental to both human health and aquatic and other biological resources. Both changes will also have a negative impact on other environmental factors, such as reduced absorption and infiltration of stormwater, reduced filtration of air particulate matter, and reduced habitat, among other parameters.

- **Chapter 1: Introduction, Environmental Sustainability, page 8:** While the stated goals are commendable, many of the proposed plans may contradict these objectives. Increasing the tree canopy alongside higher development density will be nearly impossible without specific mechanisms to achieve this goal. Although developing a 'cool' corridor is recommended, the suggested housing types will likely lead to more driveways, more parking, and less space for features that contribute to a 'cool' corridor. Minimizing impervious surfaces is mentioned, but will be difficult or impossible to achieve with the recommended changes to housing density.
- **Chapter 4: Land Use, Zoning, and Urban Design, Breewood Park Neighborhood, Land Use and Zoning Recommendations, Page 51:** DEP recommends against zoning a portion of the Breewood Park Neighborhood as Commercial Residential Town, specifically the Pathways School and Northwood Presbyterian Church properties. Being adjacent to Breewood Neighborhood Park, the Breewood tributary, and close to Sligo Creek, it would be highly desirable to maintain or increase forest cover on these properties rather than intensively develop them. With an existing forest conservation easement and the required stream buffers, the developable area will be limited. Additionally, DEP has put a substantial amount of work into the Breewood tributary watershed. This includes expenditures of just under \$5 million for installation of 23 green infrastructure practices and a stream restoration project. This site is fairly disconnected from the surrounding neighborhoods and does not appear well suited for a neighborhood center. There are already existing connections across University Boulevard at Arcola Avenue and Sligo Creek Parkway. There does not appear to be a need to promote one at this location. With protected forest area on three sides, this site doesn't appear to be very well suited for infill development. Zoning changes would not change its relative isolation from the rest of the neighborhood. DEP recommends maintaining the zoning preferably as Residential Zone R-60 zoning, or secondarily changing to Commercial Residential Neighborhood CRN 1.0, C-0.0, R-1.0, H-50' to address other goals and accommodate property owners wishes.
- **Chapter 4: Land Use, Zoning, and Urban Design, Mary's Center Neighborhood, Page 57:** DEP recommends including the 3 lots facing Gilmore Drive between the Masonic Temple and Mary's Center also be zoned as Commercial Residential Town (CRT) to allow for site consolidation, more efficient site design, and reduced impervious surface.
- **Chapter 5: Housing, (starting page 77):** Duplexes are the only housing type depicted which indicates they are a preferred housing type for the corridor. However, duplexes may not be well suited for the University Blvd corridor. Driveways are already an issue for the corridor. With no on-street parking and multiple cars per house, on-lot parking is important. If individual lots become duplexes, there will be a demand for two driveways per lot, or at least wider driveways. Additionally, there will be even greater demand for on-site parking area in which much of each lot will become parking. This will contribute to an increase in impervious surfaces and a decrease in tree canopy. Additionally, the numerous driveways will be a hazard to pedestrians, bicyclists, and vehicles. They will also reduce right of way (ROW) space for street trees and stormwater management. This is at direct odds with promoting a 'cool' corridor and other environmental goals. It is recommended that if multi-unit housing is built along the corridor, it should be done in a way which decreases curb cuts and consolidates access and parking so that they are implemented more efficiently and minimize impervious surfaces.
- **Chapter 7: Environmental Sustainability (starting page 86):** This section includes beneficial goals and recommendations. Including specifics such as 35% minimum green cover and 50% tree canopy coverage for parking lots is helpful. However, it should be noted that many, if not most properties along the corridor currently have more than 35% green coverage. Setting a minimum of 35% will still likely result in a substantial decrease in green cover. Furthermore, 35% is the same as what has been proposed for much more urban areas than University Boulevard Corridor. Although it is acknowledged that the intent

is for the corridor to become more urbanized, it is not a downtown. A higher percentage of green cover is recommended to ensure the overarching goals of environmental sustainability recommendations for the Plan. Additionally, to promote tree canopy and a ‘cool’ corridor, it is recommended that a minimum number of canopy trees be planted within a set distance of the University Boulevard ROW for new development.

- **Chapter 8: Transportation (starting page 91):** For all street cross sections, tree planting should not be limited to the planting strip in the ROW between the sidewalk and road. Tree planting should be shown on both sides of sidewalks. Tree planting in this manner should be encouraged by whatever means feasible on both public and private property. Tree planting should also be included in medians and 5’ planting strips.
- **Figure 80: University Boulevard East – Westbound Phase 1, page 111:** It is unclear if the building on the left is an existing building or future building. If it is future, even if interim, with a 4’ sidewalk, the building frontage should not be right on the ROW line. More space is needed for pedestrian comfort and for tree growth.

We appreciate the opportunity to comment on the Planning Board Draft and look forward to continuing to partner with Planning staff on future plans.

cc: Claire Iseli, CEX
Meredith Wellington, CEX
Jon Monger, DEP
Jeff Seltzer, DEP

Attachment C



DEPARTMENT OF PERMITTING SERVICES

Marc Elrich
County Executive

Rabbiah Sabbakhan
Director

MEMORANDUM

August 7, 2025

To: Kara Olsen Salazar, Planning Specialist
Department of General Services

From: Rabbiah Sabbakhan, Director *Rabbiah Sabbakhan*
Department of Permitting Services

Subject: Department Comments – Planning Board Draft - University Boulevard Corridor Plan

The Montgomery County Department of Permitting Services has completed its review of the Planning Board's draft of the University Boulevard Corridor Plan and has the following comments to submit:

Chapter 5 – Housing

The language in this chapter is somewhat vague; however, please note that all new construction will be subject to the applicable codes.

Chapter 7 – Environmental Sustainability

The tree protection language should be more specific and clearly state that all existing trees must be protected at the drip line. This helps reduce root zone soil compaction. We will be proposing this amendment in the 2024 International Green Construction Code (IgCC).

Rabbiah Sabbakhan, Director
Department of Permitting Services

C: Ehsan Motazed, Deputy Director
Claire Iseli, Special Assistant to the County Executive
Meredith Wellington, Policy Analyst



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OFFICE OF THE COUNTY EXECUTIVE

Marc Elrich
County Executive

MEMORANDUM

September 2, 2025

TO: Kate Stewart, President
Montgomery County Council

FROM: Marc Elrich, County Executive 

SUBJECT: Fiscal Impact Statement for the University Boulevard Corridor Plan

Please find attached the Fiscal Impact Statement (FIS) for the University Boulevard Corridor Plan (Plan).

The Plan is estimated to total more than \$420 million in capital and one-time costs over the next 25 years, of which \$170 million are capital/one-time costs borne by the County. Operating costs are expected to exceed \$4.0 million annually, with the County portion totaling over \$3.7 million per year. This estimate does not include required land acquisition, which could be significant. Given the County's limited fiscal resources and constrained Capital Improvements Program (CIP), I urge the Council to consider the cost-benefit of the Plan's recommended components compared to other competing CIP needs. It may also be useful to prioritize the Plan's recommendations and to clearly indicate the likely length of time required to accomplish these goals to avoid creating unrealistic community expectations.

Rezoning recommendations are anticipated to impact the Plan's costs though cost estimates cannot be determined due to uncertainty regarding the mix of commercial and residential growth. Because the Plan identifies sufficient elementary, middle, and high school capacity to accommodate anticipated growth over the next two decades, additional costs for expanded school infrastructure are not projected.

The Plan also includes broader recommendations that could not be estimated such as archaeological investigations, exploration of outdoor activity alternatives, and street orientation and parking adjustments at Glen Haven Elementary, but could have significant future fiscal impacts.

As identified in the attached fiscal impact statement (FIS), the Plan's recommendations impact Montgomery County's Department of Transportation (DOT) and the Maryland-National Capital Park and Planning Commission. The FIS also includes fiscal impacts to private developers and the Federal and State governments. The following is a summary of the costs:

DOT:

1. **Mass Transit:** Mass transit impacts due to the recommended implementation of Bus Rapid Transit (BRT) along University Boulevard as well as a small segment associated with U.S. 29 BRT Phase II total approximately \$44 million in capital costs, split between County (\$22 million) and State/Federal (\$22 million) funding, as well as \$1.5 million in annual operating costs.

The Plan also recommends Bikeshare and micromobility enhancements. The FIS assumes the installation of fourteen new Bikeshare stations totaling \$900,000 in County expenditures and an estimated annual operating cost of over \$700,000, though actual costs based on recent actual data may be lower due to a smaller than planned network build out and lower than projected Bikeshare usage along the corridor.

2. **Intersections:** The Plan recommends removal of several channelized right turns, installation of protected crossings and improvements to median breaks for a total capital cost of \$24.3 million funded by a mix of County (\$12.3 million) and State (\$12 million) funds. Operating costs are estimated at nearly \$200,000 annually supported by a combination of County and State funding.
3. **New Roads:** More than \$62 million in new roads is recommended by the Plan funded largely by private development (\$61.9 million). The County is expected to own these roads and thus be responsible for the associated operating costs totaling nearly \$150,000 annually.
4. **Existing Roads:** Over \$119 million in improvements to existing roads are recommended by the Plan and supported by a mix of County (\$32.6 million), State (\$65.0 million) and private (\$21.5 million) funding. These improvements include reconstruction of existing roads along the BRT corridor, realigning neighborhood streets, and reconstruction of interchange ramps. Annual operating costs of approximately \$100,000 are allocated between County (\$30,000) and State (\$68,500).
5. **Pedestrian/Bikeway Facilities:** The estimated cost of improvements to pedestrian and bikeway facilities totals nearly \$172 million with funding split between County (\$103.9 million), State (\$63.7 million), and Private (\$4.3 million) funds. Operating costs are estimated to be \$1.1 million annually for the County and approximately \$160,000 for State and private entities. Improvements include pedestrian connections, protected crossings, and trail connections throughout the corridor.

6. **Miscellaneous:** An annual County operating cost of \$100,000 is anticipated to support additional traffic calming.
7. **Parks:** The FIS includes \$650,000 to replace the existing playground at Sligo Creek Stream Valley Park. No ongoing operating costs are anticipated.

I appreciate your consideration of this analysis and urge the Council to consider these fiscal impacts in its review of the University Boulevard Corridor Plan.

Enclosure: Fiscal Impact Statement for the University Boulevard Corridor Plan

cc: Cecily Thorne, Chief of Staff to the Council President, Montgomery County Council
Craig Howard, Executive Director, Montgomery County Council
Richard S. Madaleno, Chief Administrative Officer
Ken Hartman Espada, Assistant Chief Administrative Officer
Tricia Swanson, Director of Strategic Partnerships
Chris Conklin, Director, Department of Transportation
Rachel Silberman, Manager, Office of Management and Budget
Chris Mullin, Manager, Office of Management and Budget
Greg Bruno, Fiscal and Policy Analyst, Office of Management and Budget

University Boulevard Corridor Plan

Department/ Agency	Subcategory	Recommendations	Estimate Basis	Capital/One-Time				Annual/Recurring			
				Total	County	State/Federal	Private	Total	County	State/Federal	Private
DOT	Mass Transit	U.S. 29 Bus Rapid Transit	Capital cost reflects 5% of the cost estimate of the U.S. 29 BRT Phase II effort, reflecting that the 0.53 miles within the plan area is 5% of the total 10.6 mile project length. Existing O&M costs are likely to increase slightly, but it is difficult to provide a precise estimate.	\$ 9,000,000	\$ 4,500,000	\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ -
		University Boulevard Bus Rapid Transit	This is calculated with a unit cost for BRT along the full length of the Plan area, including Four Corners. A separate ROW is included for reconstruction of University Boulevard within Four Corners per the Plan's recommendations. It is likely that if either project would advance it would include some work associated with the other, reducing the combined cost of these projects.	\$ 35,000,000	\$ 17,500,000	\$ 17,500,000	\$ -	\$ 1,536,500	\$ 1,536,500	\$ -	\$ -
		Bikeshare & Micromobility	Assumes 14 new Bikeshare stations.	\$ 1,800,000	\$ 900,000	\$ -	\$ 900,000	\$ 701,000	\$ 701,000	\$ -	\$ -
		SUBTOTAL:		\$ 45,800,000	\$ 22,900,000	\$ 22,000,000	\$ 900,000	\$ 2,237,500	\$ 2,237,500	\$ -	\$ -
	Intersections	Protected Crossing across 193/495 Interchange Ramp	Unit price \$600,000.	\$ 1,200,000	\$ -	\$ 1,200,000	\$ -	\$ 10,000	\$ -	\$ 10,000	\$ -
		Remove Channelized Right-Turn at 193/Arcola	Geometric and signal changes.	\$ 1,200,000	\$ -	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ -
		Remove Channelized Right-Turn at 193/Blair HS/Williamsburg	Geometric and signal changes.	\$ 700,000	\$ -	\$ 700,000	\$ -	\$ -	\$ -	\$ -	\$ -
		Signalize, Restrict, or Close Median Breaks	Assumes 7 are signalized and 6 are closed.	\$ 10,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ 70,000	\$ 35,000	\$ 35,000	\$ -
		Protected Intersections	Unit price \$600,000 each, across an estimated 10 intersections where separated bike lanes intersect with other separated bike lanes. There may be some duplicative costs as some Protected Intersections might be implemented concurrent with other projects.	\$ 11,200,000	\$ 7,300,000	\$ 3,900,000	\$ -	\$ 100,000	\$ 65,000	\$ 35,000	\$ -
		SUBTOTAL:		\$ 24,300,000	\$ 12,300,000	\$ 12,000,000	\$ -	\$ 180,000	\$ 100,000	\$ 80,000	\$ -
	New Roads	University Towers Access Road	Two lane town center street.	\$ 34,100,000	\$ -	\$ -	\$ 34,100,000	\$ 59,000	\$ 59,000	\$ -	\$ -
		Tenbrook Dr Extended to 193	Two lane neighborhood street.	\$ 6,800,000	\$ -	\$ -	\$ 6,800,000	\$ 21,500	\$ 21,500	\$ -	\$ -
		Orange Dr Extended to 193	Two lane neighborhood street.	\$ 4,200,000	\$ -	\$ -	\$ 4,200,000	\$ 16,500	\$ 16,500	\$ -	\$ -
		Greenock Rd Extended to 193	Two lane neighborhood street.	\$ 4,200,000	\$ -	\$ -	\$ 4,200,000	\$ 16,500	\$ 16,500	\$ -	\$ -
		Breewood Extended to Whitehall	Two lane neighborhood street.	\$ 4,500,000	\$ -	\$ -	\$ 4,500,000	\$ 9,500	\$ 9,500	\$ -	\$ -
		Gilmoure Extended to Gilmoure, across Dennis Ave, Dallas Ave, Grenock Rd, Hereford Pl	Two lane neighborhood street.	\$ 8,100,000	\$ -	\$ -	\$ 8,100,000	\$ 24,000	\$ 24,000	\$ -	\$ -
		Study Grid Network	Assumes a high-level study only; no microscopic considerations nor construction. TBD whether this study is led by MCDOT or Planning.	\$ 200,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SUBTOTAL:		\$ 62,100,000	\$ 200,000	\$ -	\$ 61,900,000	\$ 147,000	\$ 147,000	\$ -	\$ -
	Existing Roads	University Blvd Reconstruction in Four Corners	A separate ROW is included for construction of BRT along the full corridor, including Four Corners. It is likely that if either project would advance it would include some work associated with the other, reducing the combined cost of these projects. This assumes reconstruction of the curb lines, but there may be substantial cost savings if existing curblane infrastructure (e.g. drainage & other utilities) can be kept in place.	\$ 65,200,000	\$ 32,600,000	\$ 32,600,000	\$ -	\$ 38,500	\$ -	\$ 38,500	\$ -
		Realign Markwood Dr / Dayton St with MD 193	Neighborhood street.	\$ 5,900,000	\$ -	\$ -	\$ 5,900,000	\$ 10,000	\$ 10,000	\$ -	\$ -
		Realign Nicholas Dr / Pomander Ct / Glenpark Dr with MD 193	Neighborhood street.	\$ 7,800,000	\$ -	\$ -	\$ 7,800,000	\$ 10,000	\$ 10,000	\$ -	\$ -
		Realign Eisner St / Orange Dr with MD 193	Neighborhood street.	\$ 7,800,000	\$ -	\$ -	\$ 7,800,000	\$ 10,000	\$ 10,000	\$ -	\$ -
		Reconstruct 193/495 Interchange Ramps for 90-degree intersections; remove merge lanes		\$ 9,700,000	\$ -	\$ 9,700,000	\$ -	\$ 10,000	\$ -	\$ 10,000	\$ -
		Reconstruct 29/495 Interchange Ramps for 90-degree intersections; remove merge lanes		\$ 22,700,000	\$ -	\$ 22,700,000	\$ -	\$ 20,000	\$ -	\$ 20,000	\$ -
		SUBTOTAL:		\$ 119,100,000	\$ 32,600,000	\$ 65,000,000	\$ 21,500,000	\$ 98,500	\$ 30,000	\$ 68,500	\$ -
	DOT	Pedestrian connection between University Blvd, Sutherland Rd	Sidepath.	\$ 500,000	\$ -	\$ -	\$ 500,000	\$ 500	\$ -	\$ -	\$ 500
		Pedestrian connection between Colesville Rd, Sutherland Rd (located between Univ Blvd W and Timberwood Ave)	Sidepath.	\$ 800,000	\$ -	\$ -	\$ 800,000	\$ 1,000	\$ -	\$ -	\$ 1,000
		Breewood Rd / Whitehall St Ped/Bike Connection	Presumed addressed by the Neighborhood St extension of Breewood Rd per the New Streets section	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Gilmoure Dr between Dennis Ave & Dallas Ave Ped/Bike Connection	Presumed addressed by the Neighborhood St extension of Gilmoure Dr per the New Streets section	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Gilmoure Dr between Dallas Ave & Brunett Ave Ped/Bike Connection	Presumed addressed by the Neighborhood St extension of Gilmoure Dr per the New Streets section	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Grade Separated Ped/Bike Crossings across 193 west side at I-495	Sidepath.	\$ 24,400,000	\$ 12,200,000	\$ 12,200,000	\$ -	\$ 8,000	\$ -	\$ 8,000	\$ -
		Grade Separated Ped/Bike Crossings across 29 east side at I-495	Sidepath.	\$ 15,100,000	\$ 15,100,000	\$ -	\$ -	\$ 7,000	\$ 3,500	\$ 3,500	\$ -
		Trail Connection between Reddie Dr & University Blvd	Sidepath.	\$ 1,400,000	\$ -	\$ -	\$ 1,400,000	\$ 1,000	\$ -	\$ -	\$ 1,000
		Trail Connection between Hannes Street & University Blvd	Presumes a Neighborhood Greenway along Timberwood Ave with a new signal at 29/Timberwood, plus a Sidepath connection on the west end connecting Timberwood to 193.	\$ 1,400,000	\$ -	\$ -	\$ 1,400,000	\$ 6,000	\$ 2,500	\$ 2,500	\$ 1,000
		East-West Breezeway through Four Corners		\$ 2,800,000	\$ 2,800,000	\$ -	\$ -	\$ 14,000	\$ 14,000	\$ -	\$ -
		Arcola Ave Sidepath		\$ 7,200,000	\$ 7,200,000	\$ -	\$ -	\$ 5,500	\$ 5,500	\$ -	\$ -
		Caddington Ave Sidepath		\$ 2,500,000	\$ 2,500,000	\$ -	\$ -	\$ 2,000	\$ 2,000	\$ -	\$ -
		Dennis Ave Sidepath		\$ 8,200,000	\$ 8,200,000	\$ -	\$ -	\$ 6,000	\$ 6,000	\$ -	\$ -

University Boulevard Corridor Plan

Department/ Agency	Subcategory	Recommendations	Estimate Basis	Capital/One-Time				Annual/Recurring			
				Total	County	State/Federal	Private	Total	County	State/Federal	Private
	Pedestrian & Bikeway Facilities	Lanark Way Sidepath		\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ 1,000	\$ 1,000	\$ -	\$ -
		University Blvd Breezeway Sidepath (non-Four Corners)		\$ 98,400,000	\$ 49,200,000	\$ 49,200,000	\$ -	\$ 97,000	\$ -	\$ 97,000	\$ -
		Easecrest-Constance-Nicholas-Ladd-Inwood Neighborhood Greenway		\$ 600,000	\$ 600,000	\$ -	\$ -	\$ 5,500	\$ 5,500	\$ -	\$ -
		Orange-Gilmoure Neighborhood Greenway		\$ 900,000	\$ 700,000	\$ -	\$ 200,000	\$ 7,500	\$ 7,500	\$ -	\$ -
		Edgewood-Southwood Neighborhood Greenway		\$ 700,000	\$ 700,000	\$ -	\$ -	\$ 5,500	\$ 5,500	\$ -	\$ -
		Pierce-Woodmoor-Lexington Neighborhood Greenway		\$ 400,000	\$ 400,000	\$ -	\$ -	\$ 3,500	\$ 3,500	\$ -	\$ -
		Long-Term Bike Parking	Locations identified by the Plan are not within MCDOT's fiscal responsibilities.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Protected Crossings	Unit price \$500,000 for 11 locations.	\$ 5,600,000	\$ 3,300,000	\$ 2,300,000	\$ -	\$ 110,000	\$ 65,000	\$ 45,000	\$ -
		Univ Blvd - Wheaton-Four Corners Bike/Ped Priority Area (BIPPA)	Unit estimate for undefined Ped/Bike Safety Treatments throughout the plan area. Tier 1.	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -
		Univ Blvd - Four Corners-Long Branch Bike/Ped Priority Area (BIPPA)	Unit estimate for undefined Ped/Bike Safety Treatments throughout the plan area. Tier 1. Plan does not recommend it for funding.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Dennis Ave - Georgia-University Bike/Ped Priority Area (BIPPA)	Unit estimate for undefined Ped/Bike Safety Treatments throughout the plan area. Tier 2.. Plan does not recommend it for funding.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Arcola Ave - Georgia to University Bike / Ped Priority Area (BIPPA)	Unit estimate for undefined Ped/Bike Safety Treatments throughout the plan area. Tier 3. Plan does not recommend it for funding.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			SUBTOTAL:	\$ 171,900,000	\$ 103,900,000	\$ 63,700,000	\$ 4,300,000	\$ 1,281,000	\$ 1,121,500	\$ 156,000	\$ 3,500
	Miscellaneous	Traffic Calming	Presumes recurring annual funding for traffic calming. Additional funds would allow more to be done in a sooner timeframe.	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ -
			SUBTOTAL:	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ -
M-NCPPC	Parks	Sligo Creek Stream Valley Park Playground	Remove the old playground, conduct site restoration work and install a new playground in a better nearby location. Operating funds impact are not anticipated with this project since it does not add any new infrastructure in the aggregate.	\$ 650,000	\$ 650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			SUBTOTAL:	\$ 650,000	\$ 650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			TOTAL:	\$ 423,850,000	\$ 172,550,000	\$ 162,700,000	\$ 88,600,000	\$ 4,044,000	\$ 3,736,000	\$ 304,500	\$ 3,500

Racial Equity and Social Justice (RESJ) Impact Statement

Office of Legislative Oversight

ZTA 25-12: Overlay Zones – University Boulevard (UB) Overlay Zone

SUMMARY

The Office of Legislative Oversight (OLO) anticipates ZTA 25-12 could have a negative impact on racial equity and social justice (RESJ) in the County. Given the high rates of homeownership of Black and Latinx community members in the University Boulevard Corridor (UBC) Plan area, the proposed rezoning that is inherent to ZTA 25-12 could disproportionately displace existing Black and Latinx homeowners for the development of market-rate housing units that primarily benefits White, Asian, and Pacific Islander community members. OLO offers two policy options for Council consideration.

PURPOSE OF RESJ STATEMENTS

RESJ impact statements (RESJIS) for zoning text amendments (ZTAs) evaluate the anticipated impact of ZTAs on racial equity and social justice in the County. RESJ is a **process** that focuses on centering the needs, leadership, and power of Black, Indigenous, and other People of Color (BIPOC) and communities with low incomes. RESJ is also a **goal** of eliminating racial and social inequities. Applying a RESJ lens is essential to achieve RESJ.¹ This involves seeing, thinking, and working differently to address the racial and social inequities that cause racial and social disparities.²

PURPOSE OF ZTA 25-12

The purpose of ZTA 25-12 is to implement recommendations from the UBC Plan. The UBC Plan covers 3.5 miles of University Boulevard (MD 193) East and West between the Capital Beltway (I-495) and Amherst Avenue (Figure 1). According to Montgomery Planning, the goals of the Plan are to:³

- Develop a multimodal corridor that supports safe, accessible, and healthy travel options and connects vibrant communities supported by bus rapid transit (BRT); and
- Envision a new range of residential housing types for existing detached residential properties and new infill development on larger institutional and commercial properties.

To achieve these goals, the Plan includes recommendations on urban design, land use and zoning, housing, transportation, and other areas.⁴ Of note, the UBC Plan is the first corridor plan that follows guidance from Thrive Montgomery 2050.⁵ The Montgomery County Planning Board approved the UBC Plan in June 2025. The Plan is currently under review by the County Council.⁶

If enacted, ZTA 25-12 will create a new University Boulevard (UB) Overlay Zone that would:⁷

- Allow accessory dwelling units (ADUs) in [commercial residential neighborhood \(CRN\) zones](#);
- Allow non-residential uses on properties with no commercial [floor area ratio \(FAR\)](#) in CRN zones if they conform with use standards for R-60 zones;⁸
- Prohibit certain land uses that are auto-centric, such as car washes and drive-thrus; and

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- Establish development standards for properties in CRN zones that are less than 15,000 square feet and 15,000 square feet or larger.

The Council introduced ZTA 25-12 on September 9, 2025.

Figure 1. University Boulevard Corridor Plan Area



Source: [University Boulevard Corridor Plan, Planning Board Draft Summer 2025, Montgomery Planning, pg. 15](#)

UNIVERSITY BOULEVARD CORRIDOR AND RACIAL EQUITY

The history of BIPOC in the UBC is rooted in the greater history of the County. Indigenous people, including the Piscataway and the Susquehannock, settled in Montgomery County over 12,000 years ago.⁹ Starting in the 17th century, violence and forced removal by European colonists dispossessed Indigenous people of their native lands and nearly eliminated their population in the County.¹⁰ The population of enslaved Africans began to grow in the 17th century as colonists exploited their unpaid, forced labor to power the County's tobacco-based plantation economy.¹¹ In the UBC Plan area, several White plantation owners built their fortunes on the forced labor of Black people.¹² By the mid-19th century, over 5,000 of the County's 18,000 residents were Black people who were enslaved.¹³

Post-Emancipation, African Americans established a community within the UBC Plan area. Several Black families – including the Gaithers, Walkers, Gasaways, and Powells – acquired property in Wheaton, building homes, establishing a community church and cemetery, and starting an elementary school for Black children.¹⁴ Civil rights leaders Elsie and Romeo Horad were also among the community members who called Wheaton home.¹⁵ By the mid-20th century, the Black community in Wheaton numbered 147 people. Over time, much of Wheaton's historically Black community was displaced as it was subject to racially inequitable policies. Nonetheless, cultural landmarks like the Horad family house still stand today as a symbol of the important legacy of African Americans in Wheaton.¹⁶

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Today, the UBC Plan area is a racially and ethnically diverse community of nearly 10,000 community members.¹⁷ As noted in Table A (Appendix), compared to the County, Black and Latinx community members are overrepresented in the Plan area. Conversely, White and Asian community members are underrepresented in the Plan area, while Native American and Pacific Islander community members are proportionately represented.

The UBC Plan area is primarily a single-family home community where most community members are homeowners. Seventy-three percent of housing units in the UBC Plan area are owner-occupied while 27 percent are renter-occupied. Table B (Appendix) shows homeownership and rental rates in the UBC Plan area by race and ethnicity. Asian, White, and Latinx community members in the Plan area are more likely to be homeowners. Conversely, Black community members are more likely to be renters. Notably, while Black community members are less likely to own homes in the Plan area, their rates of homeownership in the Plan area are much higher than in the County overall.

The UBC Plan notes the “Plan area is characterized by its general affordability compared with the County as a whole in sales prices, rents, and the large amount of housing stock that is income-restricted.” In terms of rental housing, 350 of the 1,300 multifamily rental units in the UBC Plan area are income-restricted. Because of their older age, many multifamily units in the area that are not income-restricted are affordable at market rate. Nearly 2,000 homes in the Plan area are single-family attached or detached homes.¹⁸ Of note, tear down projects that replace older, more affordable single-family homes with newer, more expensive ones are not common in the Plan area.¹⁹

Montgomery Planning’s analysis of community feedback on the UBC Plan – which was compiled from door-to-door canvassing, community meetings, mailers and other engagement methods – revealed that, on housing, community members in the Plan area were most concerned about housing affordability and availability, housing quality and maintenance, and housing diversity.²⁰ According to Montgomery Planning, this feedback informed recommendations in the UBC Plan for zoning changes that would allow for diverse housing types.²¹

ANTICIPATED RESJ IMPACTS

The UB Overlay Zone proposed in ZTA 25-12 primarily depends on one recommended policy change in the UBC Plan: changing the underlying zoning of residential blocks that front University Boulevard from R-60 and R-90 zones to CRN zones (Figures A and B, Appendix). R-60 and R-90 zones only allow single-family housing by-right.²² Conversely, CRN zones allow single- and multi-family housing by-right.²³

Figure 2 shows current conditions in the UBC Plan area and how these conditions would change through the proposed rezoning and with and without the overlay in ZTA 25-12. The figure shows the main changes in conditions with ZTA 25-12 are:

- Allowing multi-family housing by-right in the proposed rezoning area; and
- Prohibiting certain auto-centric land uses throughout the UBC Plan area.

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Figure 2. Changes to Conditions in UBC Plan area with Proposed Rezoning and with and without Overlay

Policy Change in ZTA 25-12 (Overlay)	Current Condition	Condition with Proposed Rezoning without Overlay	Condition with Proposed Rezoning with Overlay
Allow ADUs and certain non-residential uses in CRN zones	R-60 and R-90 zones that only allow single-family housing by-right. ADUs and certain non-residential uses are allowed.	CRN zone that allows multi-family housing by-right. ADUs and certain non-residential uses are not allowed.	<i>CRN zone that allows multi-family housing by-right.</i> ADUs and certain non-residential uses are allowed.
Prohibit certain land uses that are auto-centric throughout UBC Plan area	Auto-centric land uses are allowed throughout UBC Plan area.	Auto-centric land uses are allowed throughout UBC Plan area.	Certain auto-centric land uses <i>are not</i> allowed throughout UBC Plan area.
Establish development standards for CRN zones	R-60 and R-90 zones that only allow single-family housing by-right.	CRN zone that allows multi-family housing by-right.	<i>CRN zone that allows multi-family housing by right</i> with restrictions on smaller lots.

To consider the anticipated impact of ZTA 25-12 on RESJ in the County, OLO recommends the consideration of two related questions:

- Who would primarily benefit or be burdened by this ZTA?
- What racial and social inequities could passage of this ZTA weaken or strengthen?

OLO considered these questions for the main changes in conditions with ZTA 25-12:

- **Allowing multi-family housing by-right in the proposed rezoning area.** Allowing multi-family housing in the proposed rezoning area could advance RESJ by eliminating an exclusionary zoning practice. Historically, single-family zoning has been used to maintain racially and economically segregated neighborhoods. As noted in the RESJ Policy Handbook, exclusionary zoning policies “increase the cost of housing and make them unaffordable to many BIPOC residents.”²⁴ Eliminating exclusionary zoning is recognized as a best practice for advancing RESJ in housing.²⁵

Conversely, allowing multi-family housing in the proposed rezoning area could also adversely impact RESJ by encouraging the development of market-rate multi-family housing that could disproportionately displace existing Black and Latinx homeowners. A market analysis for the UBC Plan found that in the short- to mid-term, redevelopment in the rezoning area would most likely result in duplexes and stacked/piggyback townhouses.²⁶ Thus, new multi-family housing development in the rezoning area would likely consist of smaller scale market-rate developments that do not require moderately-priced dwelling units (MPDUs).²⁷ Allowing the development of market-rate multi-family housing could increase the value of properties in the UBC Plan area by making the area a more attractive investment for developers. Increased property taxes and rents from increasing property values could cause displacement by making housing in the area less affordable for existing community members.²⁸

Given existing racial disparities in income, White, Asian, and Pacific Islander community members are more likely able to afford new market-rate housing in the UBC Plan area than Black, Native American, and Latinx community members (Table C, Appendix). In the short-term, existing single-family homeowners in the proposed rezoning area are most susceptible to displacement from increasing property values. Existing Black and Latinx

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homeowners in the UBC Plan area have the highest risk of displacement given lower income levels and higher rates of housing-cost burden (Tables D and E, Appendix). Relative to the County, Black and Latinx community members have high rates of homeownership in the Plan area (Table B, Appendix).

- **Prohibiting certain auto-centric land uses throughout the UBC Plan area.** This policy change would prevent new auto-centric businesses from being developed in the area. However, existing auto-centric businesses could continue operating provided they do not become inactive for more than 6 months.²⁹ Thus, to the extent existing auto-centric businesses in the UBC Plan area are BIPOC-owned, they will not be affected by this change.

Taken together, OLO anticipates ZTA 25-12 could have a negative impact on RESJ in the County. Given the high rates of homeownership of Black and Latinx community members in the UBC Plan area, the proposed rezoning that is inherent to ZTA 25-12 could disproportionately displace existing Black and Latinx homeowners for the development of market-rate housing units that primarily benefit White, Asian, and Pacific Islander community members.

RECOMMENDED AMENDMENTS

Bill 44-20 amending the County’s Racial Equity and Social Justice Act requires OLO to consider whether recommended amendments to zoning text amendments aimed at narrowing racial and social inequities are warranted in developing RESJ impact statements.³⁰ OLO anticipates ZTA 25-12 will have a negative impact on RESJ in the County. Should the Council seek to improve the RESJ impact of this Bill, OLO offers two policy options for Council consideration:

- **Engage with Black and Latinx homeowners in UBC Plan area to amend ZTA 25-12.** Developing any policy or program that advances RESJ requires community engagement that centers the needs and priorities of BIPOC community members.³¹ Because they are at highest risk of displacement from the proposed rezoning that ZTA 25-12 is implementing, the Council could prioritize engagement with Black and Latinx homeowners to identify and adopt amendments to ZTA 25-12 that help mitigate negative RESJ impacts and advance RESJ.
- **Adopt policies to prevent displacement of Black and Latinx homeowners in Plan area.** As noted by Local Housing Solutions, “[a]nti-displacement strategies can protect homeowners by reducing the impact of increased property taxes, thereby giving them greater choice over whether to stay in their homes or sell and leave.” Anti-displacement strategies that can help protect existing homeowners include property tax relief programs, financial and legal assistance programs that help avoid foreclosure, and home repair and modification loans.³²

CAVEATS

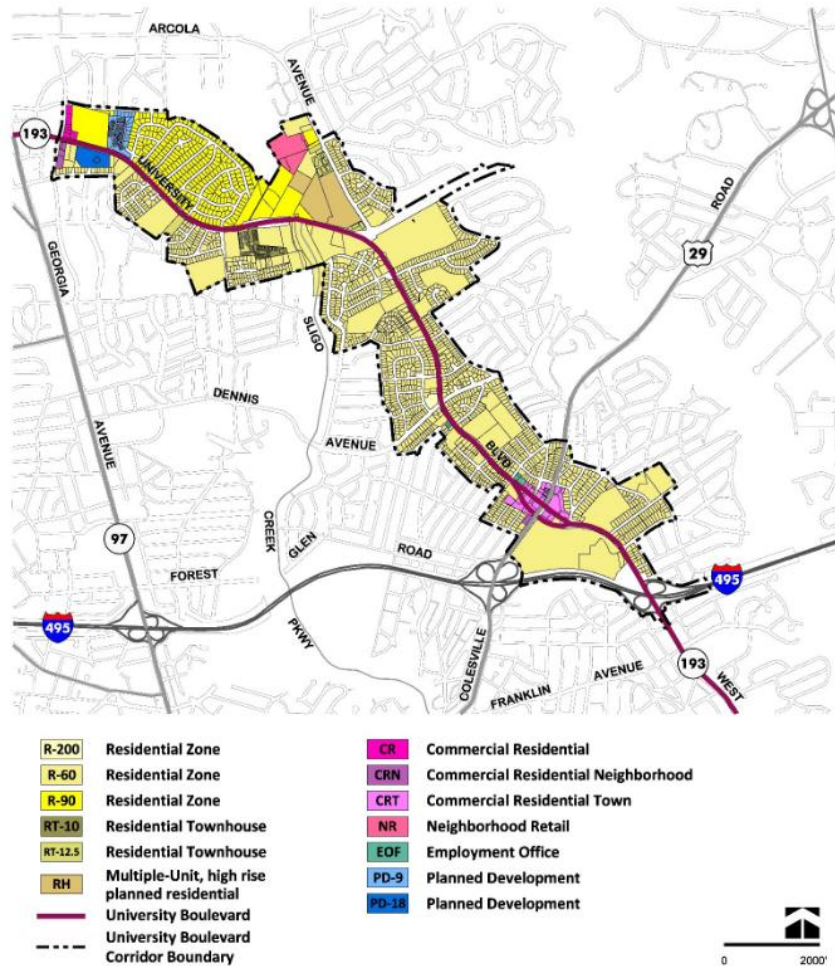
Two caveats to this racial equity and social justice impact statement should be noted. First, predicting the impact of zoning text amendments on racial equity and social justice is a challenging, analytical endeavor due to data limitations, uncertainty, and other factors. Second, this RESJ impact statement on the proposed zoning text amendment is intended to inform the Council’s decision-making process rather than determine it. Thus, any conclusion made in this statement does not represent OLO’s endorsement of, or objection to, the ZTA under consideration.

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APPENDIX

Figure A. Existing Zoning for the University Boulevard Corridor

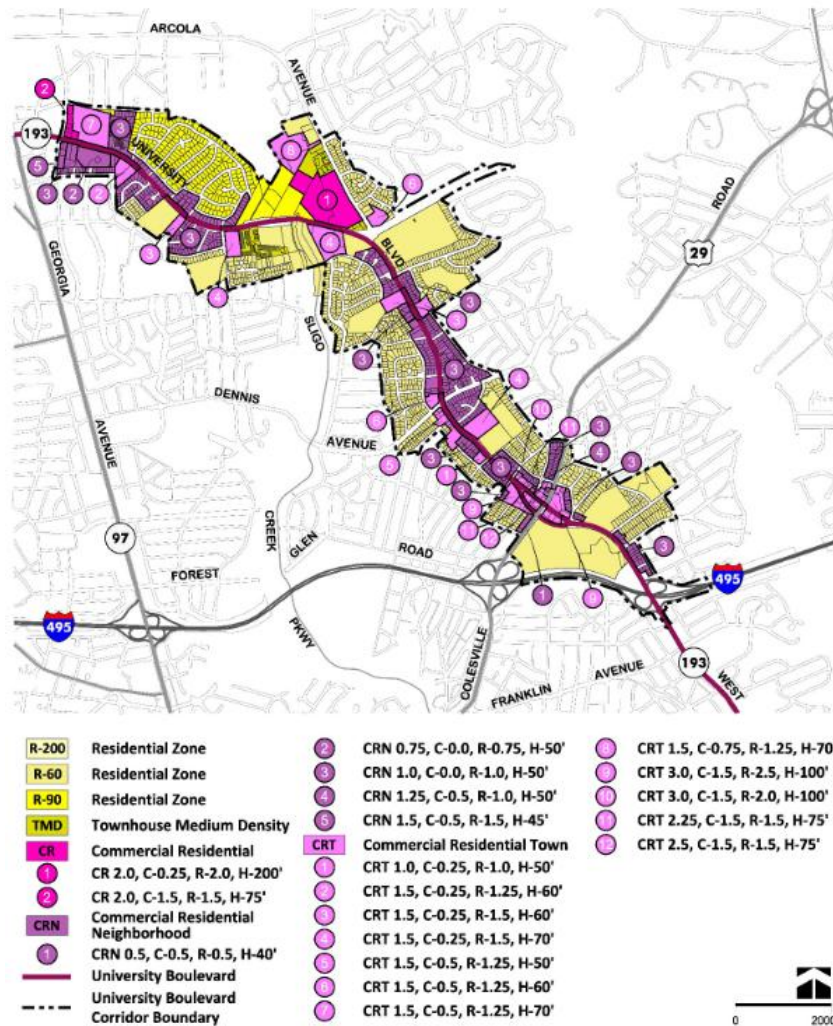


Source: [University Boulevard Corridor Plan, Planning Board Draft Summer 2025, Montgomery Planning, pg. 27.](#)

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Figure B. Proposed Zoning for the University Boulevard Corridor



Source: [University Boulevard Corridor Plan, Planning Board Draft Summer 2025, Montgomery Planning, pg. 28.](#)

Table A. Percent of Community Members in UBC Plan Area by Race and Ethnicity

Race or ethnicity ³³	UBC Plan Area Population (2022)	County Population (2023)
Asian	10.0	15.1
Black	24.0	18.3
Native American	0.0	0.1
Pacific Islander	0.0	0.0
White	33.0	40.4
Latinx	27.0	20.6

Source: ["University Boulevard Corridor Plan: Appendices," Draft Appendix C pg. 1](#) and [Table DP05](#), 2023 American Community Survey 5-Year Estimates, Census Bureau.

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Table B. Homeownership and Rental Rates in UBC Plan Area by Race and Ethnicity

Race or ethnicity ³⁴	UBC Plan Area Homeownership Rate	UBC Plan Area Rental Rate	County Homeownership Rate	County Rental Rate
Asian	88.3	11.7	75.1	24.9
Black	68.3	31.7	43.9	56.1
White	84.9	15.1	74.4	25.6
Latinx	77.3	22.7	48.8	51.2
Plan area-wide/Countywide	73.0	27.0	64.4	35.6

Source: Montgomery Planning staff analysis and [Table S0201](#), 2023 American Community Survey 5-Year Estimates, Census Bureau.

Table C. Median Household Income by Race and Ethnicity, Montgomery County

Race or ethnicity	Median Income
Asian	\$144,493
Black	\$89,362
Native American	\$105,952
Pacific Islander	\$142,589
White	\$159,895
Latinx	\$94,619
County	\$128,733

Source: [Table S1903](#), 2023 American Community Survey 5-Year Estimates, Census Bureau.

Table D. Average Household Income in UBC Plan Area by Race and Ethnicity

Race or ethnicity	Average Income
Asian	\$171,679
Black	\$117,864
White	\$175,450
Latinx	\$146,097

Source: Montgomery Planning staff analysis of 2023 American Community Survey 5-Year Estimates, Census Bureau.

Table E. Cost-Burden Rates of Owner-Occupied Households in UBC Plan Area by Race and Ethnicity

Race or ethnicity	Cost-Burden Rate
Asian	10.0
Black	32.4
White	15.4
Latinx	34.5
Plan area-wide	21.5

Source: Montgomery Planning staff analysis of 2023 American Community Survey 5-Year Estimates, Census Bureau.

¹ Definition of racial equity and social justice adopted from [Marlysa Gamblin et.al., "Applying a Racial Equity Lens into Federal Nutrition Programs," Bread for the World](#) and from [Racial Equity Tools](#).

² Ibid.

³ ["University Boulevard Corridor Plan: Planning Board Draft Summer 2025," Montgomery Planning, June 2025, pg. 1.](#)

⁴ Ibid, pgs. 7-10.

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⁵ [“Corridor Planning,” Montgomery Planning.](#)

⁶ [Introduction Staff Report for ZTA 25-12, Montgomery County Council, Introduced September 9, 2025.](#)

⁷ Ibid.

⁸ Typically, properties with no commercial FAR in CRN zones are not allowed to have non-residential uses. Examples of non-residential uses the overlay would allow if they meet given use standards for the R-60 zone include independent living and residential care facilities, charitable and philanthropic institutions, and day care facilities. See Use Table [Montgomery County Zoning Ordinance § 59-3.1.6.](#)

⁹ [“University Boulevard Corridor Plan: Appendices,” Montgomery Planning, Draft Appendix D pg. 1.](#)

¹⁰ [Elaine Bonner-Tompkins, Janmarie Peña, and Elsabett Tesfaye, OLO Report 2024-11, RESJ Policy Handbook: Land Use, Housing, and Economic Development, Office of Legislative Oversight, June 18, 2024, pg. 17.](#)

¹¹ Ibid.

¹² [“University Boulevard Corridor Plan: Appendices,” Draft Appendix D pg. 1.](#)

¹³ [“Background – Slavery in Montgomery County,” Montgomery History, pg. 1.](#)

¹⁴ [“University Boulevard Corridor Plan: Appendices,” Draft Appendix D pg. 6.](#)

¹⁵ [Serena Bolliger, “Spotlight on Wheaton’s Black History,” The Third Place Blog, Montgomery Planning, January 31, 2025.](#)

¹⁶ [“University Boulevard Corridor Plan: Appendices,” Draft Appendix D pg. 6.](#)

¹⁷ [“University Boulevard Corridor Plan: Planning Board Draft Summer 2025,” pg. 16.](#)

¹⁸ [“University Boulevard Corridor Plan: Planning Board Draft Summer 2025,” pg. 77.](#)

¹⁹ According to Montgomery Planning staff, in the last 25 years, there have only been six demolitions of single-family properties in the Plan area. Two were demolished with no further action taken, one was demolished and issued a rebuild permit but was not constructed, and three were demolished and rebuilt.

²⁰ [“University Boulevard Corridor Plan: Appendices,” Draft Appendix B pg. 19.](#)

²¹ Ibid., pg. 22.

²² By-right development, or the standard method of development, is development that is permitted without approval from the Montgomery County Planning Board. See ‘standard method of development’ definition in [“Incentive Zoning Update,” Montgomery Planning.](#)

²³ See Use Table Montgomery County Zoning Ordinance § 59-3.1.6.

²⁴ Bonner-Tompkins, Peña, and Tesfaye, pg. 18. See also pgs. 24-25 for present day RESJ context of exclusionary zoning.

²⁵ Ibid., pg. 46.

²⁶ [“Draft Appendix H: Financial Feasibility Assessment,” Montgomery Planning.](#)

²⁷ MPDUs are required for any new development in the County with 20 or more units. See [“MPDU Developers,” Department of Housing and Community Affairs.](#)

²⁸ [“Policy strategies for preventing displacement,” Habitat for Humanity.](#)

²⁹ See [Nonconforming Use, Montgomery County Code § 59-7.7.2.](#)

³⁰ [Bill 44-20, Racial Equity and Social Justice – Impact Statements – Advisory Committee – Amendments, Montgomery County Council.](#)

³¹ [Janmarie Peña and Chitra Kalyandurg, OLO Report 2024-8: Community Engagement for Racial Equity and Social Justice, Office of Legislative Oversight, March 12, 2024.](#)

³² [Steps for homeowner protection, “Developing an anti-displacement strategy,” Local Housing Solutions.](#)

³³ For Table A, race is not inclusive of Latinx origin.

³⁴ For Tables B, C, D, and E race is inclusive of Latinx origin. Estimates for Native American and Pacific Islander community members are not available for some data points.

**November 12, 2025**

TO: Montgomery County Council Planning, Housing, and Parks Committee
Stella B. Werner Council Office Building
100 Maryland Avenue
Rockville, Maryland 20850

FROM: Montgomery County Planning Department
Zubin Adrianvala, Lead Planner, East County Planning
Ben Berbert, Planner III, Design, Placemaking and Policy Division
Alex Rixey, Supervisor, Transportation Planning Division
Jessica McVary, Supervisor, East County Planning
Lisa Govoni, Supervisor, Design, Placemaking and Policy Division
Carrie Sanders, Division Chief, East County Planning
Robert Kronenberg, Deputy Planning Director
Jason K. Sartori, Planning Director

SUBJECT: Additional Information and Recommended Revisions from PHP Work Session #4

MEMORANDUM

This memorandum responds to the Planning, Housing, and Parks (PHP) Committee's request to provide more clarity on several items including: 1) the Racial Equity and Social Justice (RESJ) Impact Statement released by the Office of Legislative Oversight (OLO) on Zoning Text Amendment (ZTA) 25-12: The University Boulevard (UB) Overlay Zone; 2) percent of renter households living in homes on properties recommended for rezoning; 3) the relationship between zoning and property tax assessment; 4) recommended language to monitor progress of advancing RESJ; 5) potential housing yields associated with zoning recommendations; 6) recommended language to acknowledge the need for a new 4th District Police Station collocated with Park Police; and 7) assessment of traffic safety and complete streets guidance for reallocating sidepath space for people walking, bicycling and rolling to sidewalk street buffer space on Eastbound University Boulevard.

Racial Equity and Social Justice (RESJ) Impact Statement

It's important to clarify that ZTA 25-12 does not rezone any properties within the Plan area. Rezoning can only occur through County Council action via a Sectional Map Amendment or Local Map Amendment. Instead, the proposed ZTA is intended to support the implementation of the zoning and land use recommendations outlined in the University Boulevard Corridor Plan through an Overlay

Zone. In essence, the OLO RESJ Impact Statement is evaluating aspects of the plan that fall outside the scope of what the ZTA directly addresses.

Montgomery Planning integrates equity and inclusion throughout every phase of the master planning process. From budgeting and community engagement to shaping a shared vision and finalizing recommendations, staff approach each step with intention and inclusivity. This commitment is reflected in our use of the [Equity Agenda for Planning](#), the [Equitable Engagement Guide](#), the [Government Alliance for Racial Equity \(GARE\) equity tool](#), and the detailed review provided by our Equity Peer Review Group.

Equity is not an afterthought; it is a foundational outcome considered across all elements of the plan, including environmental impacts, historic preservation, housing, and zoning. To suggest otherwise, without offering constructive alternatives or acknowledging the depth of this work, misrepresents both the process and the recommendations. Our approach is deliberate, transparent, and continually evolving to meet the needs of Montgomery County's diverse communities.

As noted in the OLO report itself, "predicting the impact of zoning text amendments on racial equity and social justice is a challenging, analytical endeavor due to data limitations, uncertainty, and other factors." The impact on RESJ due to the University Boulevard Corridor Plan (UBC Plan) and corresponding UB Overlay Zone is additionally challenging to analyze, given that implementation of the zoning recommendations is anticipated to be incremental over the next two decades and based on property owners' interest and initiative in pursuing infill development or redevelopment.

To facilitate a more comprehensive discussion regarding the potential RESJ impacts of the proposed ZTA, Planning staff therefore encourage the County Council to also consider several additional factors of the UB Overlay Zone, which are discussed in greater detail in this section of the memorandum.

[Eliminating Exclusionary Zoning is a RESJ Best Practice](#)

As noted in the RESJ statement, eliminating exclusionary zoning is widely considered a best practice due to its negative effects on housing supply, economic growth, and racial equity.

Exclusionary zoning increases housing costs, limits economic mobility, and exacerbates racial segregation and wealth disparities.

"Allowing multi-family housing in the proposed rezoning area could advance RESJ by eliminating an exclusionary zoning practice. Historically, single-family zoning has been used to maintain racially and economically segregated neighborhoods. As noted in the RESJ Policy Handbook, exclusionary zoning policies "increase the cost of housing and make them unaffordable to many BIPOC residents."

Eliminating exclusionary zoning is recognized as a best practice for advancing RESJ in housing." – OLO RESJ Statement on ZTA 25-12

The companion UBC Plan presents a vision for equity and inclusive growth, as discussed in greater detail in the [Racial Equity and Social Justice chapter of the Draft Plan](#). To help realize this vision, the UBC Plan and UB Overlay Zone encourage the introduction of new housing typologies within the Plan area, especially along blocks facing the University Boulevard Corridor and near BRT stations. These strategic rezonings from single-family only zoning to zones that promote housing diversity aim to

address decades of inequities, foster more equitable, mixed-income neighborhoods, and remove barriers created by exclusively single-family zoning, ensuring more housing choices for the community.

Benefits of New Housing Development

The purpose of the UB Overlay Zone is to increase the diversity and supply of housing 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.

The proposed zoning changes seek to achieve, over time, the type of community where every resident has access to a wider variety of housing that they can afford and enjoy a high quality of life with convenient access to safe and reliable transportation options, retail, restaurants, services, outdoor recreation, gathering space, and other public amenities that comprise great places.

The RESJ impact of the UB Overlay Zone should be considered in the context of the entirety of the housing recommendations in the University Boulevard Corridor Plan. The UBC Plan is designed to increase the availability of both affordable and market-rate housing, recognizing that a healthy housing ecosystem relies on a diverse supply of housing types. The introduction of new supply, paired with initiatives such as an increased requirement for Moderately Priced Dwelling Units in the Plan area—Montgomery County’s inclusionary zoning mechanism—serves as an effective means to mitigate displacement.

The Plan area has seen limited development in the past decades; specifically, less than one percent of the county’s development has occurred in the Plan area since 2000. As documented in a recent analysis by the Pew Charitable Trusts, without new housing development, shortages are intensified, upward pressure on rents and home prices is exacerbated, and displacement becomes more likely.¹

Short Term vs. Long Term Impacts

We know from research and data from other jurisdictions that the most likely scenario for new housing typologies like duplexes and triplexes to be built in single-family zones is when an existing single-family home is torn down and replaced. In the short term, the likelihood of single-family home redevelopment in the UBC Plan area is limited; since 2000, fewer than five demolition permits for teardown rebuilds of single-family detached homes have been issued within the UBC Plan boundary.

While short-term impacts are limited, in the long term, the county is seeing the teardown replacement home market expand across the county. What was once an isolated phenomenon in the western part of the county is migrating to the eastern parts of the county. In that context, **RESJ considerations should also acknowledge the existing status quo: across the county, property owners can already tear down a single-family home and replace it with a larger, more expensive home. By contrast, the UB Overlay and UBC Plan allow for the construction of more diverse housing types beyond single-family detached homes, which are expected to be sold at lower prices than newly built detached units.**

¹ Rodnyansky, Seva, et al. “New Housing Slows Rent Growth Most for Older, More Affordable Units.” The Pew Charitable Trusts, July 31, 2025, [New Housing Slows Rent Growth Most for Older, More Affordable Units | The Pew Charitable Trusts](#).

According to BrightMLS, in the second quarter of 2025, the average price of an attached unit was \$463,444 in Montgomery County, while the average price of a detached unit was \$1,092,698. At less than 50 percent of the cost of a detached home, the homes that could be built under the ZTA would be accessible to many more low-income and Black or Hispanic residents.

Gentrification and Displacement

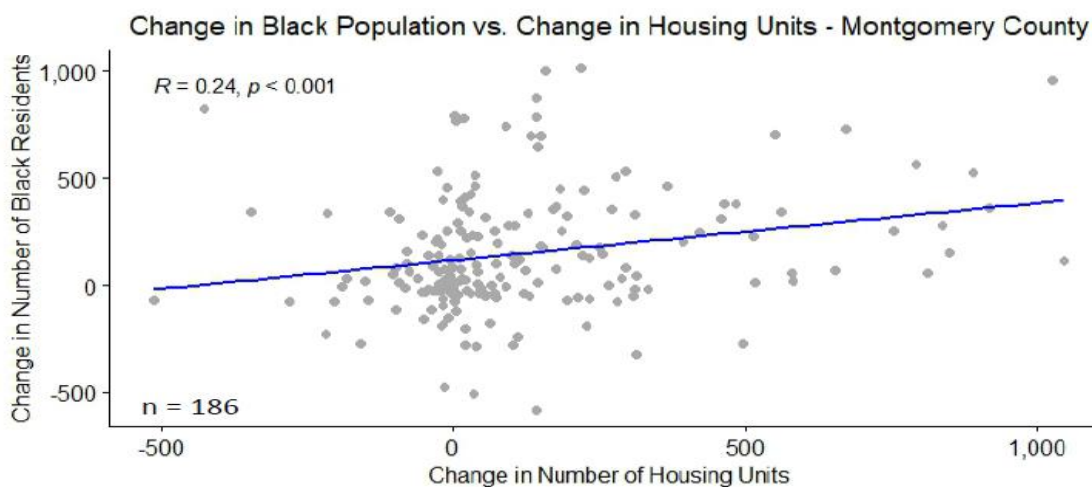
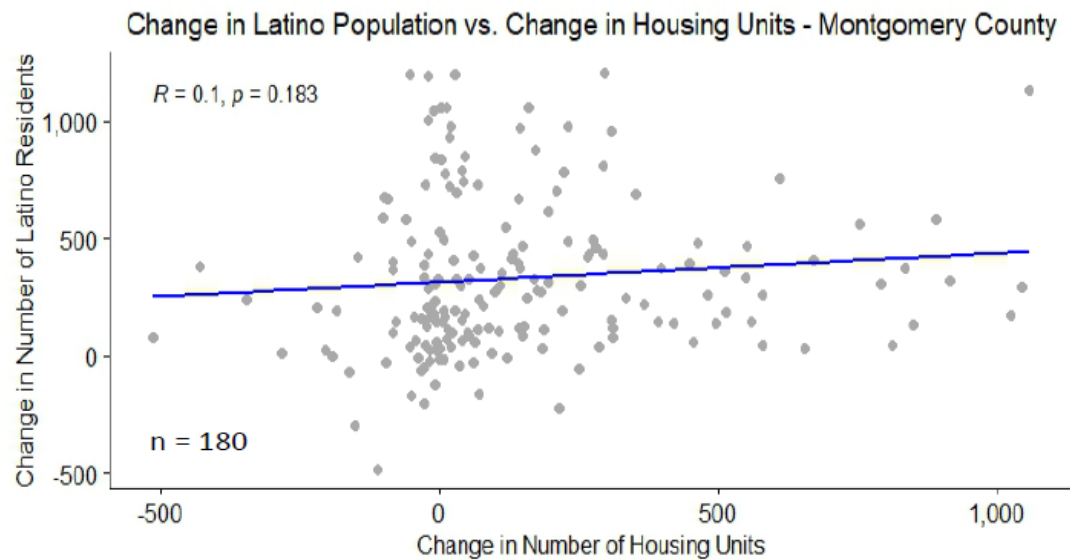
Regarding the main concern of the RESJ statement, the displacement of Black and Hispanic/Latino homeowners along the corridor, we refer to our own study published in 2022 called [Neighborhood Change in the Washington, DC Area](#). The main findings of the study were that while displacement of low-income people has occurred in the central part of the Washington, DC region, mainly within the city itself, poverty concentration was a larger problem for low-income and minority populations in Montgomery County than displacement. As of 2019, larger percentages of Black and Latino residents in Montgomery County lived in tracts experiencing poverty concentration (12% of Black residents and 13% of Latino residents) than tracts experiencing displacement (4% of Black residents and 6% of Latino residents).

Additionally, poverty concentration and displacement were both associated with a *lack of new housing* rather than housing growth. From 2000 to 2019, tracts that experienced poverty concentration or displacement added the least new housing on average. In contrast, those that added the most housing saw *inclusive growth*, or the addition of new high- and low-income residents.

Another issue with generalizing the relationship between race/ethnicity and displacement is that the *Hispanic/Latino population has increased in tracts experiencing displacement* in Montgomery County. The Hispanic/Latino community of Montgomery County still faces economic hardships, but as the fastest growing group in the county, this highly diverse community has grown in neighborhoods with varied demographic trends.

Resale of single-family detached homes can drive gentrification and displacement without adding housing. A conversion to a duplex, triplex, or any multi-unit development, on the other hand, can not only ease rent pressure but also prevent long-term displacement. Outreach in the community highlighted concerns about housing affordability, persistent rent increases, poor maintenance, unresolved repairs, and security issues—all symptoms of a constrained supply and absence of meaningful choices at all price points.

Finally, **the general assertion that new housing causes displacement is not supported by the data. In fact, new housing is statistically correlated with growth in Black and Hispanic/Latino residents in census tracts across Montgomery County, as the charts below show.**



Corridor plans such as the University Boulevard Corridor Plan are designed to encourage investment and promote inclusive growth by making new housing available to residents of all income ranges. As the Neighborhood Change study suggests, expanding housing opportunities can accommodate new demand generated by investment. The only other options are increasing poverty concentration due to ongoing disinvestment or displacement due to new and existing residents competing for increasingly scarce and expensive housing.

Homeowners and Displacement

The main threat of displacement for homeowners is due to rising property values, triggering rising assessments and increased property tax bills. As opposed to sudden unexpected rent increases, the slower assessment and taxation cycle builds a cushion into property tax increases. Homeowners have time to anticipate rising tax bills as nearby comparable sales accumulate and the three-year cycle of property tax assessments in Maryland proceeds. Property taxes are also payable over the course of a

year, leaving homeowners with more payment flexibility than renters, who are often on monthly payment schedules. This is not to minimize the hardship that could be caused by rising property taxes – the prospect of losing housing is unsettling regardless of the cause or timeframe.

However, and most importantly, homeowners have the option of selling their property. Although rising property values result in higher property taxes, the increase is commensurate with the higher price at which they can now sell their house. A forced sale is not ideal, but it leaves a homeowner with proceeds from the sale that they may use to find alternative housing.

Costs vs. Benefits of Rising Property Values and Land Use Flexibility

As noted above, while increases in surrounding property values increase taxes, they also provide homeowners with home equity windfalls. For this reason, an analysis of ZTA 25-12 that only considers potential costs is incomplete, because the benefits of rising property values to homeowners can outweigh the costs. For example, a ten percent increase in a house assessed at \$450,000 in 2025—typical for a single-family detached home fronting on University Boulevard—would result in about a \$520 increase in annual property taxes and a \$45,000 increase in home equity.² With higher-than-average homeownership rates for Black and Hispanic/Latino residents along the University Boulevard Corridor, a rise in property values could result in especially significant wealth-building opportunities for groups that are typically underrepresented in homeownership.

In addition to wealth-building through home equity, ZTA 25-12 would give existing homeowners the opportunity to build accessory units that could either provide income or house extended family.

Renter Households

While there is a likelihood that renter households living in the single-family detached homes in the rezoned CRN properties could be displaced, the impact of this is likely to be limited due to the number of renter households that occupy these parcels. In the PHP Committee’s recommended rezoning of certain single-family detached homes to CRN, of the approximately 179 single-family detached homes rezoned to CRN, only 33³ are not occupied by the principal owner, approximately 18% of the rezoned parcels. This is slightly higher than the plan-wide percentage, where, for all single-family detached parcels within the UBC Plan boundary, 12% are not occupied by the principal owner. Table 1 shows this information for the Planning Board and the PHP committee recommendation discussed during the committee work sessions.

² Assuming a state tax rate of 11.2 cents per \$100 of assessed value and a county tax rate of \$1.0392 per \$100 of assessed value. Solid Waste and Water Quality Protection charges are not included because they assessed based on land value.

³ The State Department of Assessment (SDAT) has an attribute for each parcel that indicates whether the parcel is occupied by the principal owner. While this is not a perfect proxy for being occupied by a renter household (some may be second homes, etc.), most are likely occupied by renters.

Table 1: SFD Units Not Occupied by the Principal Owner

	Scenario 1: Planning Board Draft	Scenario 2: Committee Recommendation	All SFD Parcels in UBC Plan	Countywide
# of SFD Parcels	512	179	1,687	184,573
# of SFD Parcels Not Occupied by Principal Owner	74	33	196	16,144
Percent	14%	18%	12%	9%

Source: State Department of Assessment and Taxation (SDAT)

SDAT Property Assessments

During the November 10th PHP work session on the UBC Plan, there was a discussion on the relationship between property taxes/assessments and zoning changes. It should be noted that **zoning changes do not necessarily lead to higher property assessments, as assessments are based on comps (comparable properties).**

In a letter received by the Planning Department from Maryland’s State Department of Assessment and Taxation (SDAT) in 2021, SDAT writes of its assessments: “Montgomery County is divided into three reassessment groups and currently reassesses each group on a three-year cycle, and SDAT analyzes market sales data during a reassessment cycle to determine the property's value change. **We use verified sales for comparable properties of a similar use, type, and style that are in a comparable neighborhood or market area to determine the assessed values of properties.** SDAT also reassesses properties out of cycle when they have had a use change or recent new construction resulting in an increase in assessment adding over \$100,000 in value.” Please see Attachment 1 for the full letter.

Recommended Amendments

The RESJ statement recommends “engaging with Black and Latinx homeowners in the UBC Plan area to amend ZTA 25-12.” Throughout the development of the Plan and its recommendations, community engagement played a critical role in shaping its direction and content. The [Planning Board Draft Plan Appendix B](#) outlines community outreach and engagement conducted in the community. These efforts are summarized below:

- Organized and hosted 20 community meetings, including two meetings held in Spanish.
- Attended 20+ neighborhood-focused gatherings, events, and festivals.
- Distributed bilingual (Spanish) letters, postcards, and flyers during these meetings and events.
- Mailed 10,600+ mailers and postcards to renters and property owners throughout the Plan area to provide notification of upcoming community meetings and zoning recommendations,

including direct, bilingual mailings to property owners and residents of properties recommended for rezoning.

- Hosted many small group discussions with community members.
- Posted and promoted an online questionnaire and interactive feedback map.
- Participated in three interviews with El Sintonia.
- Bilingual mailers (English and Spanish) sent to single-family residences and property owner addresses to inform them of potential zoning changes.
- ArchHub interactive zoning recommendation map: A website where any community member could insert an address to check if their zoning had changed. Between launch on October 10th to November 1st, 2024, the website logged nearly 2,288 views, averaging 91.52 views per day.

Canvassing Effort:

- Knocked on 1,000 doors, which resulted in 239 one-on-one conversations across six languages in six different languages: Amharic, English, French, Mandarin, Portuguese, and Spanish.
 - 41% of these respondents were African American
 - 20% were Hispanic/Latino (canvassing efforts used the term Latinx)
- Housing affordability and quality emerged as major concerns, dominating these conversations.
 - Concerns about high rent, frequent rent increases, and unaffordable housing.
 - Maintenance issues: slow or unresponsive management, unresolved repairs, pest infestations, and problems with heating/AC.
 - Security concerns in apartment buildings: open doors, package theft, lack of security staff, and frequent fire alarms.
 - Utility billing issues and high costs.



Staff pursued a variety of outreach and engagement strategies to engage with all community members, but particularly those who have traditionally been underrepresented in planning processes.

The UBC Plan's zoning recommendations and corresponding UB Overlay Zone were intentionally crafted to respond to community needs, priorities, and concerns, including expanded housing options to address affordability challenges and demographic changes, as well as a desire for safe, affordable, accessible, and well-maintained housing near amenities. This balanced approach aims to accommodate new housing in a manner that is both context-sensitive and aligned with community expectations.

Racial Equity and Social Justice (RESJ) Impact Statement Conclusion

We appreciate the Council's willingness to consider additional RESJ impacts from the UB Overlay Zone. As stated earlier in this memo, it is difficult to fully understand the complete RESJ impacts of this Zoning Text Amendment, given the long-term, incremental implementation of the ZTA. The main impacts of the UB Overlay zone mainly affect private property owners, who can choose to redevelop now either by rebuilding a much larger, more expensive single-family detached home or, as a result of this ZTA, by redeveloping into multiple smaller units that would be less costly than the new single-family home.

Even more importantly, as noted in the data Planning provided to OLO, the homeowners who could benefit from this change in the UBC Plan area are a higher proportion of Black and Latino homeowners.

Recommended Language to Monitor Progress of Advancing RESJ

As noted above, Chapter 11 of the University Boulevard Corridor Plan outlines the Plan's approach to Racial Equity and Social Justice. During their review of the Plan's recommendations on November 10th, the Committee requested that the Planning Board and Planning Staff recommend additional language to clarify how the progress of advancing RESJ will be monitored. Staff recommends the following language be added to the "Communication and Accountability" section of Chapter 11, included on page 143 of the Planning Board Draft:

To meaningfully advance equity and social justice, Montgomery Planning will adopt a four-step approach to tracking and communications:

1. Establish Benchmarks and Milestones: Following Plan approval and adoption, collect and publish comprehensive baseline data, including demographic information and current disparities.
2. Monitor Progress: Track these indicators, analyzing and reporting as part of regular master plan monitoring efforts every 5 years.
3. Select Key Metrics: Monitor metrics including BIPOC representation, homeownership rates, poverty levels, tax delinquency, and transportation methods.
4. Reporting: Publish a user-friendly public report to share progress and highlight gaps.

This process will ensure accountability and promote continuous progress toward racial equity and social justice.

Potential Housing Yields Associated with Zoning Recommendations

The Committee also requested the potential number of housing units, or “yields,” under each of the zoning scenarios discussed by the Committee. The chart below identifies the yields associated with each scenario, with the following assumptions:

Potential Housing Yield Based on existing zoning (excludes Kemp Mill Shopping Center & includes ZTA 25-02/More Housing N.O.W)	Planning Board Draft Recommended Zoning (excludes Kemp Mill Shopping Center)	Committee Recommendation <i>Details: Rezone single-family detached residential properties that abut University Boulevard to CRN with a height of 45 feet.</i>	Housing Yield Based on Zoning as suggested by CM Jawando <i>Details: All single-family detached residential properties in the R-60 and R-90 zones are reconfirmed to their existing zoning (includes ZTA 25-02/More Housing N.O.W)</i>
2,691	4,584	4,060	3,780

Key Assumptions and Considerations:

- These scenarios assume that every single-family parcel where zoning changes from an R-60 or R-90 to CRN adds at least one unit. The same is assumed for single-family parcels under ZTA 25-02.
- In the Planning Board Draft Housing yield, roughly 804 housing units are a result of the change to single-family zoning; the other potential yield of 3,780 housing units comes from zoning changes to institutional and commercial properties. This is slightly higher than the 2,691 units based on existing zoning.

Through the Local Housing Targets project, the PHP committee discussed a target of around 2,400 units in the Kemp Mill and Four Corners Planning Area by 2050. Given the existing land use context in these planning areas, the University Boulevard Corridor Plan area provides the greatest potential to achieve these targets. While the existing zoning capacity allows for a capacity of nearly 2,700 additional units, development in the UBC area has been very limited in recent decades, and meeting the housing goals would require nearly 100% build-out of existing zoning, which is very unlikely, as zoning does not necessarily translate to build-out. Additional zoning capacity gives the county flexibility in meeting its housing goals.

As noted above, existing zoning capacity does not necessarily translate into housing. Indeed, while meeting the county’s housing goals is a very important goal of the plan, the goal of allowing for different housing typologies on legacy single-family zones is not necessarily about maximizing yield but is about enabling diverse housing types that meet the needs of people at different life stages as well as financial capacity. Permitting duplexes and other types of missing middle homes bridges the gap between single-family houses and large apartment complexes. This approach introduces a wider range of housing prices for both buyers and renters, which are often unavailable due to exclusionary

zoning policies. This diversity expands access, stabilizes costs, and supports inclusive, resilient communities.

Recommended Language Acknowledging Need for New Public Safety Facilities

During the November 10th work session, the PHP Committee also discussed that a new facility is needed for the Montgomery County Department of Police, District 4. Given that the county owns the property currently occupied by the Maryland-National Capital Park Police in a facility at Saddlebrook Local Park on Layhill Road, the county is considering co-location of the Police District 4 and the Park Police in a new public safety facility on Layhill Road. As District 4 and the Park Police serve the University Boulevard Corridor Plan area, the need for and potential delivery of this facility are relevant to this Plan.

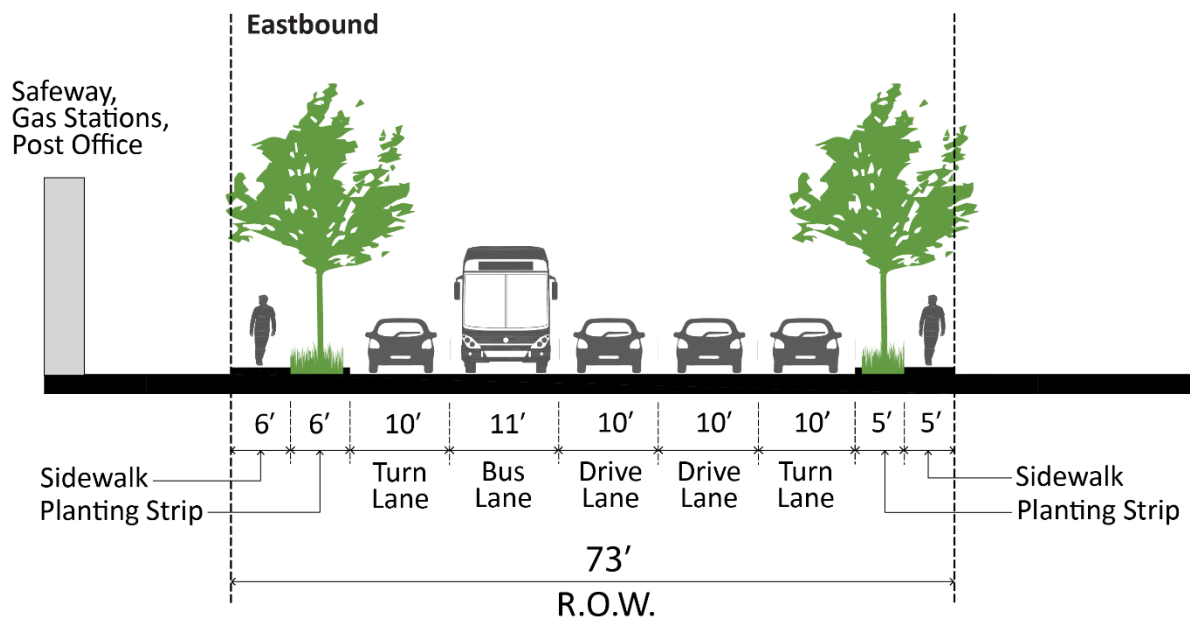
Planning Staff recommends the following revision to the Public Safety section of Chapter 10 in response to this request:

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. While outside the Plan area but serving community members in the Plan area, this Plan also supports the colocation of Police District 4 and the Maryland-National Capital Park Police in a new public safety facility on Layhill Road, as both the 4th District and the Park Police provide service to the Plan area. (Planning Board Draft page 130.)

Potential Options to Reallocate Right-of-Way for Planted Buffer and Sidepath - Eastbound University Boulevard

The Committee continued discussions on options for the Four Corners Street Network during the November 10th work session, recommending (3-0) the “Option C: Public Hearing Draft” version of the Four Corners allocation of University Boulevard right-of-way. The Committee also requested that Planning Staff provide options for reallocating the right-of-way in “Option B: Councilmember Mink’s proposal” on Eastbound University Boulevard approaching Colesville Road to increase the width of the street buffer and reduce the width of the sidepath on the south side of the roadway, relative to the 2-foot street buffer and 10-foot sidepath in Option B.

Planning Staff has developed the “non-preferred alternative” shown below, which reallocates the combined 12 feet of space available on the south side of University Boulevard in Option B to a 6-foot street buffer and 6-foot sidewalk.



Option B is itself an adaptation of the “Planning Board Draft – Phase 1” recommendation, which was never intended as a final state for Four Corners, rather as an interim step toward Phase 2, which included street buffers that meet or exceed the 6-foot minimum in all locations. Six feet is the narrowest recommended street buffer width for any street type in the Complete Streets Design Guide (CSDG) and is especially important as a minimum width in this location for the safety of the large numbers of vulnerable people walking, biking, and rolling, including many Blair High School students. The default recommended street buffer width for a Town Center Boulevard like this is 8 feet.

With the minimum 6-foot street buffer and without expanding the right-of-way or repurposing vehicular travel lanes, the widest pedestrian facility that can be provided would also be 6 feet. Several concerns with Option B would remain:

- A 6-foot sidewalk on the south side of University Boulevard is narrower than the 8-foot minimum sidewalk width in the CSDG for Town Center Boulevards.
- Outside Four Corners (e.g., west of Lorain Avenue), the Draft Plan recommends a 10-foot sidepath and 8-foot street buffer. Option B would replace the sidepath with a narrower 6-foot sidewalk and narrow the street buffer as the facility approaches an area with higher levels of walking, biking, and rolling.
- The 2018 *Bicycle Master Plan* includes a high-quality Breezeway facility along University Boulevard, including through Four Corners. With a 6-foot street buffer and 6-foot sidewalk, there would be no east-west bicycle facility, Breezeway or otherwise, through Four Corners.
- People crossing eastbound University Boulevard would still need to cross five lanes of traffic (51 feet).
- In Option B, several other locations would have street buffer and sidewalk widths narrower than the CSDG minimums of 6 feet for a street buffer and 8 feet for a sidewalk:

- The north side of eastbound University Blvd. approaching Colesville Road (south of McDonald's/7-Eleven/Vitamin Shoppe) would have a 5-foot street buffer and 5-foot sidewalk.
- The south side of westbound University Blvd. departing from Colesville Rd. (north of McDonald's/7-Eleven/Vitamin Shoppe) would have a 5-foot street buffer and 5-foot sidewalk.
- The north side of westbound University Blvd. departing from Colesville Rd. (south of Jerk House/Pizza Hut/Crisp & Juicy) would have a 7-foot sidewalk.
- The south side of westbound University Blvd. approaching Colesville Rd. (north of Ethiopian Evangelical Church) would have a 4-foot sidewalk.

Finally, concerns were raised about delays to people traveling in motor vehicles if one vehicle travel lane per direction is repurposed in Four Corners as in “Option C: Public Hearing Draft.” Consultant analysis of vehicle travel times through Four Corners with one repurposed vehicle travel lane per direction indicates a modest increase in travel time of 8 seconds in the AM peak hour and 11 seconds in the PM peak hour, relative to existing conditions.⁴

With a modest amount of increased travel time for people traveling in motor vehicles, “Option C: Public Hearing Draft” would provide sidewalk and street buffer facilities that meet or exceed CSDG minimum widths as well as a Breezeway bicycle facility, consistent with the Bicycle Master Plan, creating safe and comfortable conditions for people walking, biking, and rolling along University Boulevard in Four Corners. Planning Staff recommends Option C, consistent with the Committee’s recommendation.

Conclusion

The Planning Board and Planning Staff appreciate the Committee’s comprehensive review of the University Boulevard Corridor Plan and remain available to respond to questions as the County Council advances its review of the draft plan and associated overlay zone.

Attachments

Attachment 1: 2021 Letter to Montgomery Planning from SDAT

###

⁴ For additional detail, refer to the “2045 US29 BRT + Limited Changes Concept with Additional Signal Improvements” scenario in the “Driving Time Analysis” section (PDF p. 158) of the University Boulevard Corridor Plan Appendices, Appendix F: Transportation: https://montgomeryplanning.org/wp-content/uploads/2025/07/PB-Draft-Appendices_Summer-2025.pdf



Larry Hogan, Governor · Boyd K. Rutherford, Lt. Governor · Michael L. Higgs, Jr., Director

October 19, 2021

To Whom It May Concern:

Recently, the Montgomery County Real Property office for the Maryland Department of Assessments and Taxation (SDAT) has been questioned about the potential impact on assessment values related to proposed zoning code changes for land use in Montgomery County. However, SDAT cannot make assumptions or predictions regarding assessment outcomes related to of any kind of zoning code changes being considered by the Montgomery County Planning Department.

SDAT is responsible for assessing the value of property within the State of Maryland. Local County Governments and Municipalities then set their tax rates and apply it to our assessment valuations to generate property tax bills. Montgomery County is divided into three reassessment groups and currently reassesses each group on a three-year cycle, and SDAT analyzes market sales data during a reassessment cycle to determine the property's value change. We use verified sales for comparable properties of a similar use, type, and style that are in a comparable neighborhood or market area to determine the assessed values of properties. SDAT also reassesses properties out of cycle when they have had a use change or recent new construction resulting in an increase in assessment adding over \$100,000 in value.

If a property were to be redeveloped by plat and subdivide lots, or were to change in use to create a multi-family unit on the parcel, the immediate change would only directly impact that particular parcel. However, if properties are acquired at lower or higher purchase prices over time and the comparable sales warrant a decrease or increase in the assessed value of those similar properties upon the next reassessment cycle, it may indirectly impact the assessments for similar properties in that market area. Property that is reassessed and is owner occupied and eligible for any applicable Homestead Tax Credits or Homeowners Tax Credits may continue to receive those credits.

In sum, the zoning code changes proposed by Montgomery County that are under consideration allowing for multiple living units or more development potential in single-family zones may or may not result in changed assessed value for properties subject to that change. SDAT can only follow the market trends after they occur. Local governments may offset any change in assessment by the implementation of their local property tax rates.

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30 West Gude Drive, Suite 400, Rockville, MD 20850

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240-314-4510 (Phone) 1-800-552-7724 (MD Relay) 301-424-3864 (Fax) 410-314-4530 (Commercial)



**DEPARTMENT OF
ASSESSMENTS AND TAXATION**

Larry Hogan, Governor · Boyd K. Rutherford, Lt. Governor · Michael L. Higgs, Jr., Director

I hope this information is useful for the Montgomery County Department of Planning. Please do not hesitate to contact me should your team have additional questions or concerns.

Regards,

A handwritten signature in black ink, reading "Ava M. Garvey".

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

Roadway	From	To	County Classification	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)
Growth Corridor Boulevard											
University Blvd (MD 193)	Downtown Wheaton Boundary	Dayton St	Growth Corridor Boulevard	30	126	6	4	2	Sidepath	Sidepath	Tier 1
University Blvd (MD 193)	Dayton St	Four Corners Town Center Boundary (Lorain Ave)	Growth Corridor Boulevard	30	124	6	4	2	Sidepath	Sidepath	Tier 1
University Blvd (MD 193)	Lexington Dr	Williamsburg Dr	Growth Corridor Boulevard	30	124	6	4	2	Sidepath	Sidepath	Tier 1
University Blvd (MD 193)	Williamsburg Dr	Eastern Plan Area Boundary (E Indian Spring Dr)	Growth Corridor Boulevard	30	124	6	4	2	Sidepath	Sidepath	Tier 2
Colesville Rd	Plan Area Southern Boundary (460' south of Lanark Way)	Four Corners Town Center Southern Boundary	Growth Corridor Boulevard	30	120	6	6	2	None	None	—
Colesville Rd	Four Corners Town Center Northern Boundary (Timberwood Ave)	Plan Area Northern Boundary (Lorain Ave)	Growth Corridor Boulevard	30	120	6	6	1	None	None	—
Downtown Boulevard											
University Blvd (MD 193)	Western Plan Area Boundary (Amherst Avenue)	Downtown Wheaton Boundary	Downtown Boulevard	25	126	6	4	2	Sidepath	Sidepath	Tier 1
Town Center Boulevard											
University Blvd (MD 193; eastbound) ¹	Lorain Ave	Colesville Rd	Town Center Boulevard	30	81	3	2	1	None	Sidepath	Tier 1
University Blvd (MD 193; eastbound) ²	Colesville Rd	Lexington Dr	Town Center Boulevard	30	75	3	3	1	None	Sidepath	Tier 1
University Blvd (MD 193; westbound) ³	Colesville Rd	Lorain Ave	Town Center Boulevard	30	69	3	2	1	None	None	—
University Blvd (MD 193; westbound) ⁴	Lexington Dr	Colesville Rd	Town Center Boulevard	30	89	4	3	1	None	None	—
Colesville Rd	Four Corners Town Center Southern Boundary	University Blvd	Town Center Boulevard	30	120	6	6	2	None	Sidepath	(Existing)
Colesville Rd	University Blvd	Four Corners Town Center Northern Boundary (Timberwood Ave)	Town Center Boulevard	30	120	6	6	2	None	None	—
Town Center Street											
Blueridge Ave (Proposed)	Amherst Ave	Bucknell Dr	Town Center Street	25	75	n/a	2	0	1-Way Separated Bike Lane	1-Way Separated Bike Lane	Tier 2
Hickerson Dr (Proposed)	Amherst Ave	Bucknell Dr	Town Center Street	25	75	n/a	2	0	1-Way Separated Bike Lane	1-Way Separated Bike Lane	Tier 2
Bucknell Dr (Proposed)	University Blvd	Blueridge Ave	Town Center Street	25	75	n/a	2	0	1-Way Separated Bike Lane	1-Way Separated Bike Lane	Tier 2
Lamberton Dr	920' West of Arcola Ave	Arcola Ave	Town Center Street	25	75	n/a	2	0	1-Way Separated Bike Lane	1-Way Separated Bike Lane	Tier 2
Access Rd (Proposed)	University Blvd	Lamberton Dr	Town Center Street	25	75	2	2	0	1-Way Separated Bike Lane	1-Way Separated Bike Lane	Tier 2
Area Connector											
Arcola Ave	Plan Area Northern Boundary (630' North of Lamberton Dr)	University Blvd	Area Connector	20	75	2	2	0	None	Sidepath	Tier 2
Dennis Ave	Plan Area Western Boundary (Procter St)	University Blvd	Area Connector	20	80	2	2	0	Sidepath	None	Tier 2
Lanark Way	Sutherland Rd	Colesville Rd	Area Connector	20	70	2	2	0	Sidepath	None	Tier 2
Neighborhood Connector											
Blueridge Ave	Bucknell Dr	Naim Farmhouse Ct	Neighborhood Connector	20	65	2	2	0	None	None	—
Reedie Dr	Amherst Ave	Dodson Ln	Neighborhood Connector	20	65	2	2	0	None	None	—
Inwood Ave	University Blvd	Plan Area Southern Boundary (Jasper St)	Neighborhood Connector	20	65	2	2	0	None	None	—
Lamberton Dr	Arcola Ave	Plan Area Eastern Boundary (Monticello Ave)	Neighborhood Connector	20	65	2	2	0	None	None	—
Kenbrook Dr	Arcola Ave	Plan Area Eastern Boundary (Bybee St)	Neighborhood Connector	20	65	2	2	0	None	None	—
Tenbrook Dr	Gabel St	Plan Area Southern Boundary (Whitehall St)	Neighborhood Connector	20	65	2	2	0	None	None	—
Caddington Ave	University Blvd	Eastwood Ave	Neighborhood Connector	20	65	2	2	0	None	Sidepath	Tier 3
Caddington Ave	Eastwood Ave	Loxford Terr	Neighborhood Connector	20					None	None	—
Edgewood Ave	Hannes St	Lorain Ave	Neighborhood Connector	20	65	2	2	0	Neighborhood Greenway	Neighborhood Greenway	Tier 3
Dennis Ave	University Blvd	Edgewood Ave	Neighborhood Connector	20	75	2	2	0	Sidepath	Sidepath	
Brunett Ave	Plan Area Southern Boundary (Harding Dr)	University Blvd	Neighborhood Connector	20	60	2	2	0	Neighborhood Greenway	Neighborhood Greenway	Tier 2
Lanark Way	Western Plan Area Boundary (Lorain Ave)	Sutherland Rd	Neighborhood Connector	20	65	2	2	0	None	None	—

NOTE: Minimum rights-of-way do not generally include lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel.

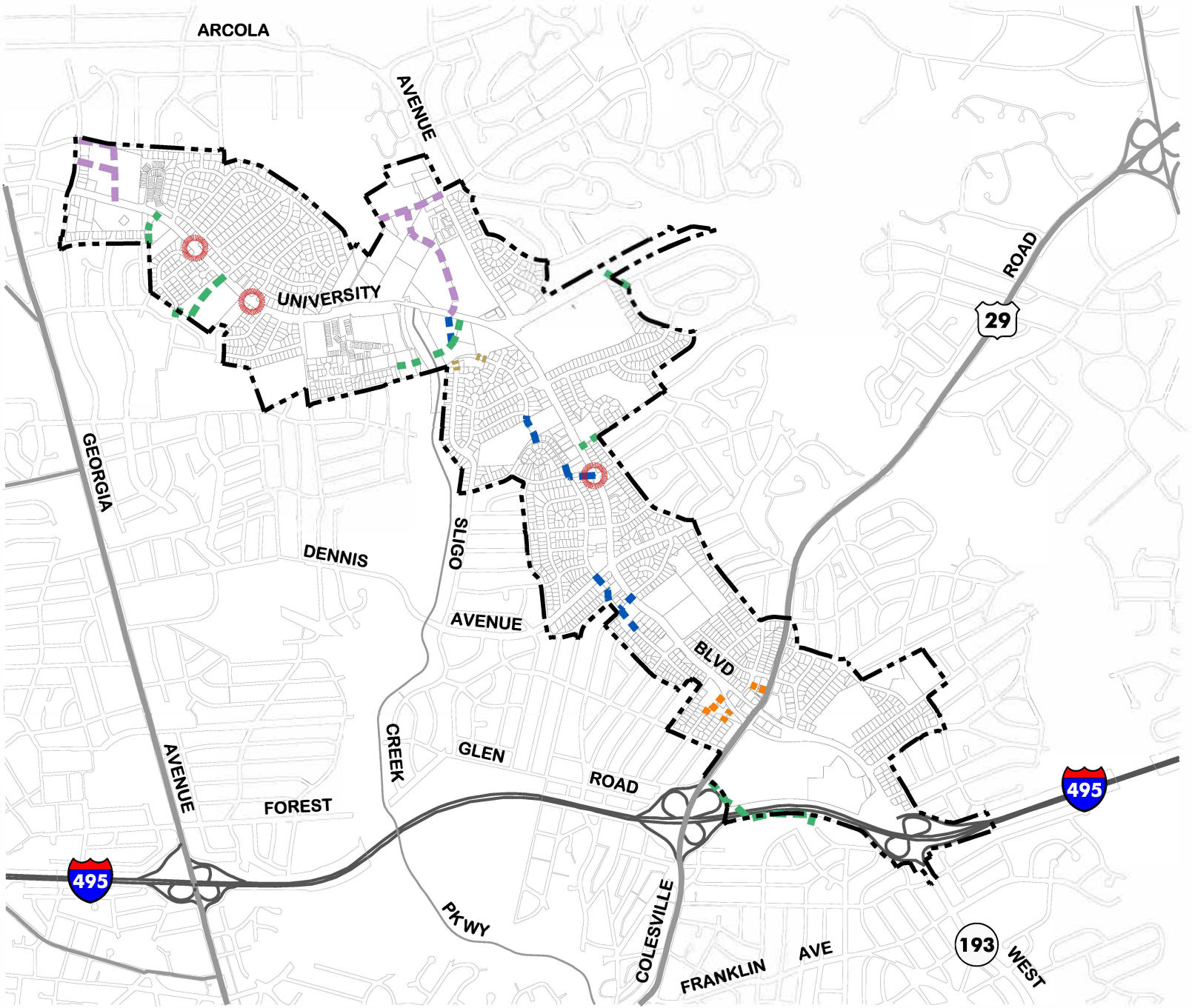
[1] Cross-section varies along the extent described. Cross section represents STA 20 + 50 as shown on Plat No. 54377.

[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.

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

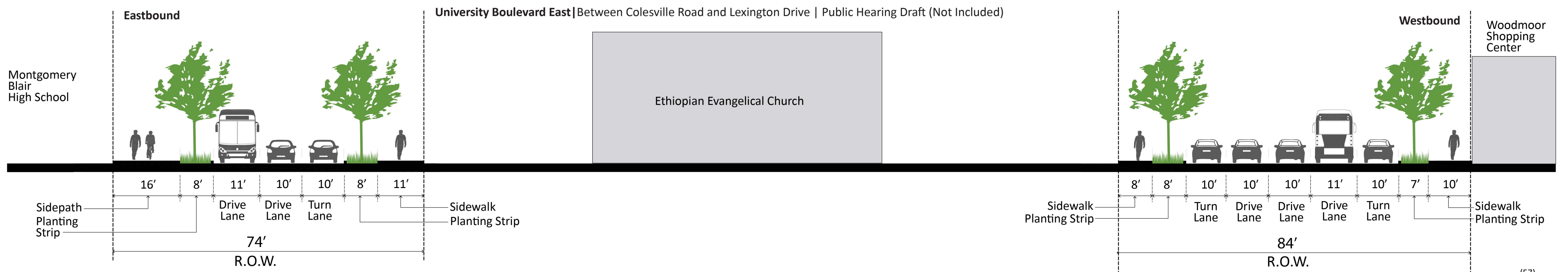
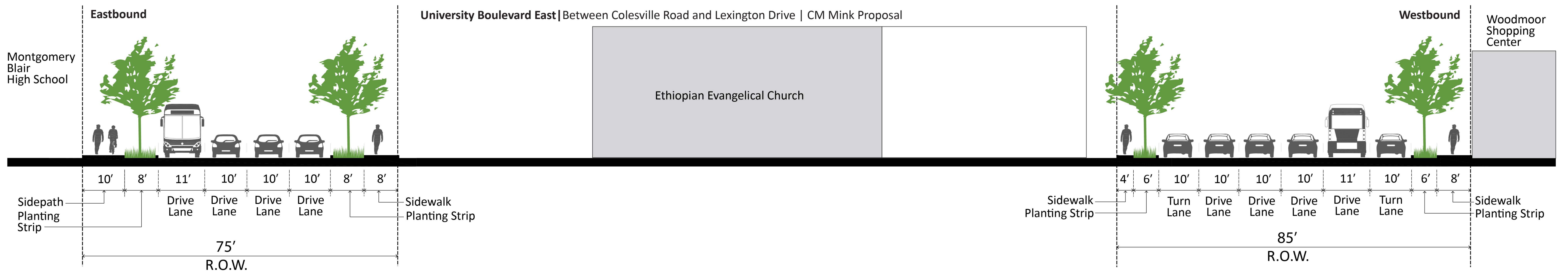
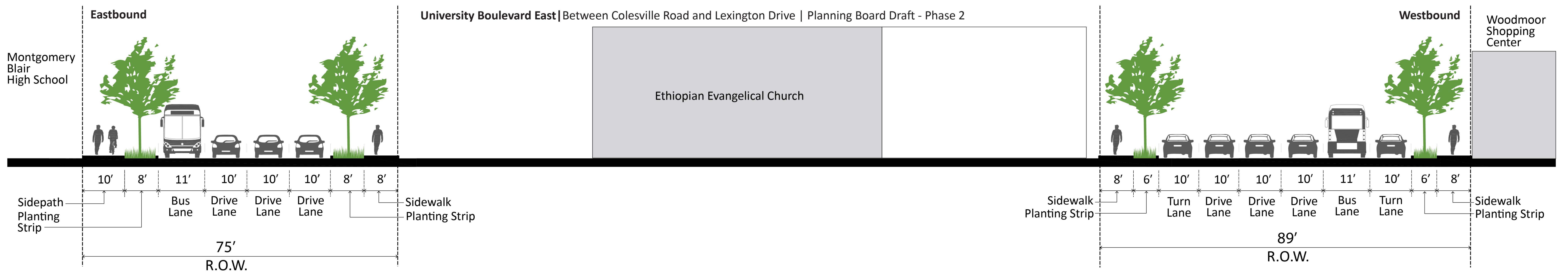
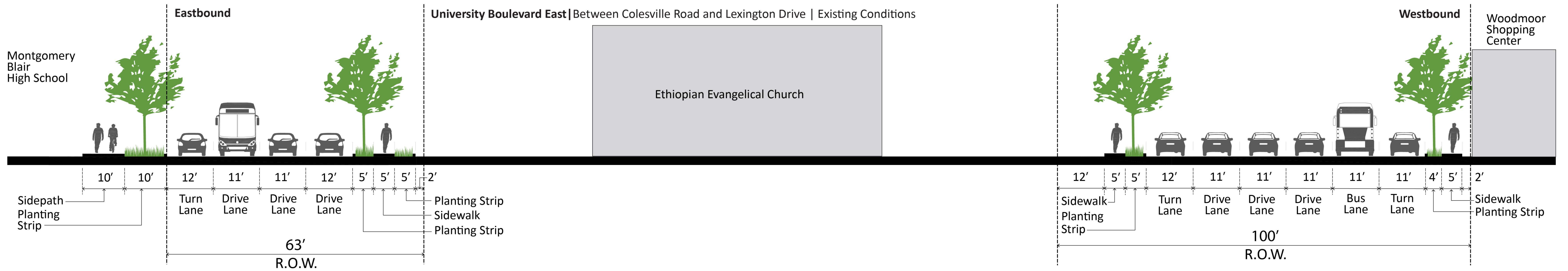
[4] Cross-section varies along the extent described. Cross section represents a location immediately east of Colesville Road.

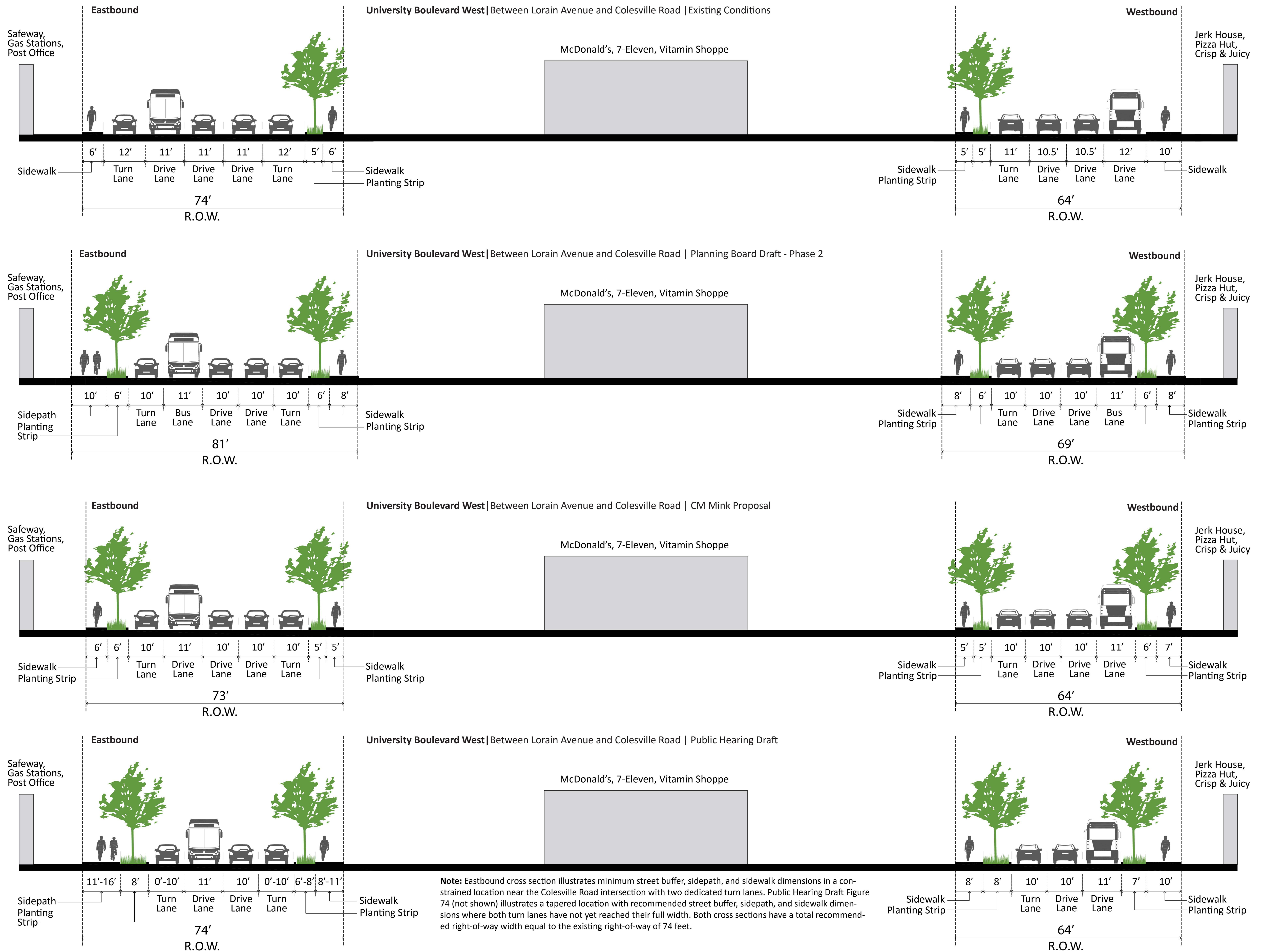


Existing Planned

- Hard Surface Trail
- Natural Surface Trail
- Pedestrian Path
- Priority Neighborhood Street Connections With Redevelopment
- Priority Intersection Realignments With Redevelopment
- Town Center Street
- University Boulevard Corridor Boundary









MEMORANDUM

TO: President Stewart, Vice President Jawando, and Council Colleagues

FROM: Councilmember Kristin Mink 

SUBJECT: University Blvd Corridor Plan Amendments

DATE: September 26, 2025

Dear Colleagues,

My staff and I have attended numerous public hearings, civic association meetings, and meetings in people's living rooms over the past two years regarding the University Blvd Corridor Plan.

Here's what I have heard:

- A large number of residents are concerned about the impact of increased housing density in Four Corners, including the potential impact on parking, school capacity, cut-through traffic, and pedestrian safety,
- A large number of residents are concerned about the proposed changes to the lane configurations on University Blvd in Four Corners, which, as the Plan currently stands, would take away a general purpose travel lane in favor of a dedicated bus lane all the way through the intersection of University and Rt 29.
- I have also heard very clearly that a large number of residents are excited about the possibility of improved pedestrian and bike infrastructure so that Four Corners does become a safer place for residents to walk to local businesses, and so kids are safer walking or biking to school, to parks, and to their friends' houses.
- And many residents do want more housing options so that their children, friends, and neighbors can afford to live in our great county.

With this extensive community feedback in mind, I would not vote for the Plan as it currently stands, and I suggest the following amendments:

- **First**, eliminate the reference to the street grid concept as a future option to study. Residents clearly oppose this vision for their neighborhood, as such it's already been moved from the immediate recommendations in the Plan, and I don't think it should remain in the section regarding long term vision for Four Corners, either.



- **Second**, reduce the height of potential buildings in the commercial areas. Right now, the Plan would allow buildings of up to 100 feet on some commercial properties, including Woodmoor shopping center. Planning staff didn't hear from commercial property owners that they have any intention of redeveloping their properties in Four Corners anytime soon, but if they do, I agree with residents that a 100-foot building abutting neighborhood homes does not make sense.
- **Third**, remove the recommendation that would replace an existing general traffic lane with a bus-only lane all the way through the University and Rt 29 intersection. I agree with residents that the few seconds of improved bus travel time is not worth it. However, I do support maintaining the existing dedicated bus lanes on University Blvd, as bus routes that utilize those lanes have some of the highest ridership numbers in the state.
- **Fourth**, remove the Phase 2 transportation recommendations for Four Corners. While this option would be great if we had the space, the taking of additional right of way required to implement Phase 2 would have major impacts on businesses and adjacent properties, which we heard in clear testimony from small business owners, residents who live directly on University Blvd, and the Greater Silver Spring Chamber of Commerce.

The Phase 1 changes would create wider, safer, and more attractive pedestrian and bike path through Four Corners, add a buffer for plants and trees between the road and the path, all while avoiding taking any right-of-way from surrounding properties by slightly narrowing the existing traffic lanes, which is also a proven method of increasing traffic safety. These Phase 1 changes represent our big opportunity to make Four Corners safer for pedestrians and bikers - this is a desired outcome that I have heard from many, many residents.

- **Fifth**, either remove entirely or significantly scale down the rezoning of single family properties to only include duplexes. The recent passage of ZTA 25-02 essentially upzoned single family properties that are directly on University Blvd. I think it's more than fair to see how that plays out over the next few years before considering additional rezoning in those areas. The Viva White Oak project will also, over a 20 year period, bring around 5000 residential units to District 5.
- And finally, while it is not my amendment, I plan to support Councilmember Fani-Gonzalez's proposal to remove Kemp Mill shopping center from the plan. I think this is an easy change that the community clearly wants.

I anticipate that my vote on this Plan will be determined by the extent to which it is amended to address our shared goals around more affordable housing, better transit, and a more walkable, roll-able community, in a way that makes sense and reflects community input.

PHP Committee recommended changes to the Planning Board Draft UBC Plan		
	Committee Recommended Change (approved 3-0 or 2-0 except where noted)	Reason for Change
Chapter 1 – Introduction		
Page 15	Remove Kemp Mill Shopping Center, Kemp Mill Urban Park, and the Yeshiva of Greater Washington site. 	Response to Community concern regarding loss of culturally sensitive retail
Chapter 4 – Land Use, Zoning and Urban Design		
Page 32	Rezone the Berkeley Court/Westchester development from the PD-9 Zone to the CRN 1.0 C-0.0 R-1.0 H- [50] <u>45</u> zone	Reduce height
Pages 32, 36, 39, 50, 55, 59, 61, 65, 67, 71	Rezone the detached residential properties <u>that abut University Boulevard</u> from the R-90 zone to the CRN 1.0 C-0.0, R-1.0, H-[50]<u>45</u> zone as shown in Figures 13 and 14. Recommended (2-1, CM Jawando dissenting) CM Jawando recommends the plan reconfirm existing zoning for these properties.	Limit rezoning to properties abutting University Blvd and reduce height
Page 34	Future development of the WTOP property [must] <u>should</u> :...	Master Plan recommendations provide guidance, not strict regulatory adherence
Page 41	Redevelopment around this intersection should [adhere to] <u>strive to implement</u> the following concepts:	Master Plan recommendations provide guidance, not strict regulatory adherence

Page 41	[Promote a more compact and street-oriented Glen Haven Elementary School that minimizes surface parking along Inwood Avenue.] <u>Future improvements to Glen Haven Elementary School should explore improving safety for people walking, biking, and rolling, and for weekend community events to activate the existing surface parking along Inwood Avenue.</u>	Modified to remove implication that the school building should be reconstructed
Page 46	[Rezone the Kemp Mill Shopping Center properties, including 1370 Lamberton Drive and 1398 Lamberton Drive, from the Neighborhood Retail (NR) Zone to the CRT 1.5 C-0.75 R-1.25 H-70 Zone to promote the Plan’s recommended public benefits.]	Consistent with change in boundary
Page 46	[Rezone the Montgomery Parks properties (Parcel Tax IDs 00965530 and 03358966) from the R-90 Zone to the 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.]	Consistent with change in boundary
Page 46	[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.]	Consistent with change in boundary
Page 48	[The cluster of properties around and including Kemp Mill Shopping Center have potential for coordinated development to create a new mixed-use neighborhood center.] Redevelopment [at the shopping center] <u>of the multifamily and</u> other properties should consider the following, as shown in Figure 27:	Consistent with change in boundary
Page 48	Establish a compact development pattern of short blocks and internal streets with an enhanced streetscape to promote pedestrian activity between the surrounding community and [the new center] <u>any redevelopment.</u>	Consistent with change in boundary
Page 48	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.	Consistent with change in boundary
Page 48	Improve and extend the existing access road from University Boulevard West through University Towers as a pedestrian-friendly street with street-facing buildings and an 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.	Consistent with change in boundary

Page 48	[If the Kemp Mill Shopping Center redevelops, provide a minimum 0.75-acre privately owned public space, consistent with a neighborhood green on 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.]	Consistent with change in boundary
Page 49	[Explore mechanisms to transfer the right-of-way at the termini of Breewood Road and Tenbrook Drive to 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.] <u>Retain public ownership of the unimproved rights-of-way for Breewood Road and Tenbrook Drive in perpetuity to ensure continuity of the Northwood Chesapeake Bay Trail west of University Boulevard. The Montgomery County Parks Department should be responsible for maintaining the trail through these public rights-of-way.</u>	Edit for clarity
Page 61	[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.] <u>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, 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.</u> In addition to the contribution, redevelopment should improve connections to and engage North Four Corners Local Park.	Edit for clarity and consistency, referencing Zoning Ordinance
Page 62	[New development building heights must transition to the existing detached properties along Roylton Road.]	Consistent with rezoning residential properties to only those abutting University Blvd
Page 62	[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.	Consistent with rezoning residential properties to only those abutting University Blvd
Page 64	Rezone the commercial properties (2 University Boulevard West, 22 University Boulevard West, 106 University Boulevard West, 108 University Boulevard West, and 10040 Colesville	Reduce height

	Road) in the median of University Boulevard West from the CRT-2.25 C-1.5 R-0.75 H-45 zone to the CRT 2.5 C-1.5 R-1.5 H- [75] <u>65</u> zone to promote the Plan's recommended public benefits, as shown in Figures 48 and 49.	
Page 64	Rezone the Safeway Shopping Center property at 116 University Boulevard West from the R-60 zone and the CRT 1.5 C-1.5 R-0.5 H-45 zone to the CRT 3.0 C-1.5 R-2.5 H- [100] <u>65</u> zone to promote mixed-use development that contributes to the recommended public benefits.	Reduce height
Page 64	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-1.5 H- [75] <u>60</u> zone that promotes the Plan's recommended public benefits.	Reduce height
Page 64	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 the CRT 2.25 C-1.5 R-1.5 H- [75] <u>60</u> zone to support the recommended public benefits.	Reduce height
Page 65	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- [75] <u>60</u> zone to support the Plan's recommended public benefits.	Reduce height
Page 66	<u>[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.]</u> <u>Future redevelopment of the Safeway grocery store, assuming existing abutting single-family residential properties remain, should provide:</u> ○ <u>Development intensity and active uses along University Boulevard West;</u> ○ <u>Transitions in building height to 35-foot adjacent to existing single-family residential properties to maintain compatibility;</u> ○ <u>Transitions in building setbacks, including 12-foot side yard setbacks and 30-foot rear yard setbacks to maintain compatibility; and</u> ○ <u>A minimum 0.25-acre privately owned public space, consistent with the characteristics of a neighborhood green.</u>	Edit and add text to ensure compatibility with abutting residential properties
Page 67	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 2.25 C-1.5 R-1.5 H- [75] <u>60</u> zone to support mixed-use development that is in proximity to BRT stations.	Reduce height

Page 67	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- 75 <u>60</u> zone to support the recommended public benefits.	Reduce height
Page 67	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 3.0 C-1.5 R-2.0 H-100] <u>CRT 2.25 C-1.5 R-1.5 H-60</u> zone to support new mixed-use development and the Plan's public benefits.	Reduce density and height
Page 67	Rezone the commercial properties at 10100, 10110, 10118, 10120, 10126, 10130, 10132, and 10134 Colesville Road, Parcel 072 and Parcel P11 from the R-60 zone and the CRT 2.25 C-1.5 R-0.75 H-45 zone to the [CRT 3.0 C-1.5 R-2.5 H-100] <u>CRT 2.25 C-1.5 R-1.5 H-70</u> zone to promote mixed-use development that support the Plan's public benefits, mobility options, and pedestrian connections. Recommended (1-1) with CM Fani-Gonzalez recommending <u>CRT 2.25 C-1.5 R-1.5 H-60.</u>	Reduce height
Page 71	Rezone the Woodmoor Shopping Center, as shown in Figures 55 and 56 on page 72 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] <u>CRT 2.0 C-1.5 R-1.5 H-60</u> zone to promote mixed-use development in the Four Corners area that supports the Plan's recommended public benefits.	Reduce density and height
Page 71	<u>This Plan recommends the future evaluation of the Woodmoor Shopping Center for listing in the Master Plan for Historic Preservation.</u>	Add back the recommendation for evaluation included in the Public Hearing Draft
Page 75	Rezone the Four Corners Ethiopian Evangelical Church property from the R-60 zone and the CRT 0.25 C-0.25 R-0.25 H-35 zone to the [CRT 3.0 C-1.5 R-2.5 H-100] <u>CRT 2.25 C-1.5 R-1.5 H-65</u> zone to promote infill development and the Plan's recommended public benefits.	Reduce density and height
Chapter 5- Housing		
Page 80	<u>In the event of redevelopment, priority should be given to existing eligible residents for the units under market-affordable rental agreements. Property owners should work with the MCDHCA and tenants so that eligible residents receive support and assistance to mitigate the impacts of any relocation.</u>	Add text included in other recent master plans to address redevelopment/displacement concerns

Chapter 6 – Parks, Trails, and Open Space		
Page 83	[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 the property owner for park improvements in or near the plan area at the time of development.] <u>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, 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.</u>	Edit for clarity and consistency, referencing Zoning Ordinance
Page 83, 85	Redevelopment of adjacent properties should relate to and engage the park and ensure that park edges are attractive. For example, [do not] <u>strive to</u> locate parking lots or dumpsters [immediately adjacent to the] <u>away from</u> park <u>boundaries. Provide screening in case where this cannot be achieved.</u>	Edit to provide some flexibility for siting
Page 84	Improve the Sligo Creek Trail entrance at 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 Sligo Creek Trail through new street and trail connections, placemaking, and wayfinding.]	Consistent with change in boundary
Page 84	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.	Edit consistent with Master plans being long range in nature
Page 85	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, 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 MPDUs that receive either an exemption or discount from development impact taxes, the contribution may be reduced proportionally.]	Removed. Regulations related to contributions should be addressed in the Zoning Ordinance

	Engage residents and community stakeholders to identify an appropriate [long-term lease]uses for the currently vacant park activity building, one that complements the park and addresses community needs and interests.	Edited to allow for community input to use and not predispose a long-term lease arrangement
Chapter 7 – Environmental Sustainability		
Page 89	Underground utilities along the corridor, where [feasible]practicable.	Edit consistent with recent master plan recognizing that practicable is more appropriate term
Chapter 8 – Transportation		
Page 101	Connect streets to University Boulevard to manage vehicular access and improve local multimodal circulation. Priority locations include <u>the existing site entrance of the Northwood Presbyterian Church property aligned with the [Tenbrook Drive /] Access Road to University Towers, the Warwick Apartments, and Arcola Towers; and</u> Orange Drive[; and Greenock Road / Royalton Road.]	Clarification that the new intersection will not connect to existing Tenbrook Drive.
Page 101	<u>Implement paved trail connections</u> [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 Brunett Avenue; <u>and Greenock Road between Gilmore Drive and University Boulevard.</u>	Response to Community concern regarding neighborhood through-traffic.
Page 101	○ [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.	Removal of obsolete recommendation given pedestrianization of through-connections.

	▪ 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.]	
Page 102	<u>Reconfigure [remove] channelized right-turn lanes as conventional right-turn lanes with stop bars [from] at all intersections unless the Director of Transportation or the Director's designee determines that such reconfiguration would significantly impair public safety. The Plan does not recommend preventing right turns from Arcola Avenue to University Boulevard and does not recommend eliminating the right turn lane. The reconfigured intersection should maintain 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.</u>	Clarification that turn lanes will not be removed but will rather be reconfigured to not be channelized.
Page 104	<u>Install [Consider] a coordinated, HAWK-type signal at existing pedestrian ramp crossings to provide a protected pedestrian crossing phase.</u>	Strengthening priority recommendation
Page 104	Reconstruct interchange ramps to conventional 90-degree intersections instead of merge lanes, consistent with MDOT SHA Bicycle and Pedestrian Design Guidelines. <u>Install grade-separated pedestrian and bicycle crossings of any I-495 ramps on the west side of Colesville Road that are not reconfigured as conventional, 90-degree intersections with stop bars instead of merge lanes.</u>	Clarification of priority order for potentially conflicting recommendations
Page 107	Eliminate Phase 2 and repurpose one travel lane to revert to Public Hearing Draft dimensions for pedestrian and cyclist facilities. Council staff will prepare resolution language based on Council decision.	Prioritizing pedestrian and cyclist safety while minimizing right of way acquisition needs.
Page 112	<u>Evaluate options to improve transit performance through Four Corners. These options may include transit signal priority or relocating bus stops.</u>	In lieu of dedicated bus lanes through Four Corners.
Page 112	Remove entire Four Corners Long Term Vision section.	
Page 120	• [Provide dedicated transit lanes along Colesville Road (U.S. 29) and University Boulevard (MD 193), as shown in Figure 84 on page 120 of the Plan.] • <u>As shown in Figure 84:</u> ○ <u>Reaffirm the 2013 Countywide Transit Corridors Functional Master Plan recommendation for transit along University Boulevard (MD 193) in a dedicated right-</u>	Clarification of Plan purpose and previous plans.

	<u>of-way between the western plan boundary and Lorain Avenue and between Williamsburg Drive and the eastern plan boundary. Clarify that the number of recommended dedicated bus lanes is two.</u> ○ <u>Reaffirm the 2013 Countywide Transit Corridors Functional Master Plan recommendation for transit along Colesville Road (U.S. 29) in dedicated lanes between the northern plan boundary and the southern plan boundary. Clarify that the recommended configuration of dedicated bus lanes is one reversible dedicated bus lane between the northern plan boundary and Timberwood Avenue, two dedicated bus lanes between Timberwood Avenue and the southbound Colesville Road to I-495 Outer Loop onramp, and one reversible dedicated bus lane between the southbound Colesville Road to I-495 Outer Loop onramp.</u>	
Page 123	[Fund the “University Boulevard: Downtown Wheaton to Four Corners Town Center” BiPPA in the County’s Capital Improvements Program.]	Adherence to fiscal process.
Page 128	[Kemp Mill Shopping Center]	Consistent with change in boundary
Chapter 9 – Community Facilities		
Page 130	The Plan supports providing additional public safety resources[, if needed,] at publicly owned properties in the plan area. <u>While outside the Plan area but serving community members in the Plan area, this Plan also supports the colocation of Police District 4 and the Maryland-National Capital Park Police in a new public safety facility on Layhill Road, as both the 4th District and the Park Police provide service to the Plan area.</u>	Added to reflect current efforts to co-locate these facilities that serve the plan area
Chapter 10 – Historic Resources		
Page 136	[Complete a county-wide Historic Resource Context for architectural and cultural resources associated with Jewish residents of Montgomery County, Maryland.]	Committee asked Planning to request this as part of their next work program review
Page 136	<u>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</u>	Consistent with recommendation to evaluate Woodmoor Shopping Center for designation in the Master Plan for Historic Preservation

	<u>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.</u> <u>This Plan Recommends:</u> • <u>Conduct outreach with the property owners and discuss preservation tax incentives for resources listed at the local, state, and federal levels.</u> • <u>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.</u>	
Chapter 11 – Racial equity and Social Justice		
Page 143	<u>To meaningfully advance equity and social justice, Montgomery Planning will adopt a four-step approach to tracking and communications:</u> 1. <u>Establish Benchmarks and Milestones: Following Plan approval and adoption, collect and publish comprehensive baseline data, including demographic information and current disparities.</u> 2. <u>Monitor Progress: Track these indicators, analyzing and reporting as part of regular master plan monitoring efforts every 5 years.</u> 3. <u>Select Key Metrics: Monitor metrics including BIPOC representation, homeownership rates, poverty levels, tax delinquency, and transportation methods.</u> 4. <u>Reporting: Publish a user-friendly public report to share progress and highlight gaps.</u> <u>This process will ensure accountability and promote continuous progress toward racial equity and social justice.</u>	Committee requested Planning provide more concrete information on how tracking and communication will be conducted
Chapter 12 – Implementation		
Page 146	[The Plan recommends that for all public benefits with contributions or payment in lieu options, the rate of payment be adjusted biannually based on the Baltimore Construction Cost Index from <i>Engineering News-Record</i>, 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.]	Remove as text is already in the Zoning Ordinance
	<u>The Plan prioritizes the following public benefits by tier of incentive density:</u>	Provide clarity