



Montgomery Planning

Midcounty Planning Division

October 2024

University Boulevard Corridor Plan

Preliminary Recommendations



Meeting Agenda

- Welcome and Introductions
- Planning Context
- Overview of Preliminary Recommendations
 - Land Use and Zoning
 - Housing
 - Urban Design
 - Parks, Trails, and Open Space
 - Environmental Sustainability
 - Transportation
 - Community Facilities
 - Historic Resources
- Initial Large Group Q&A
- In-Depth Q&A with Staff

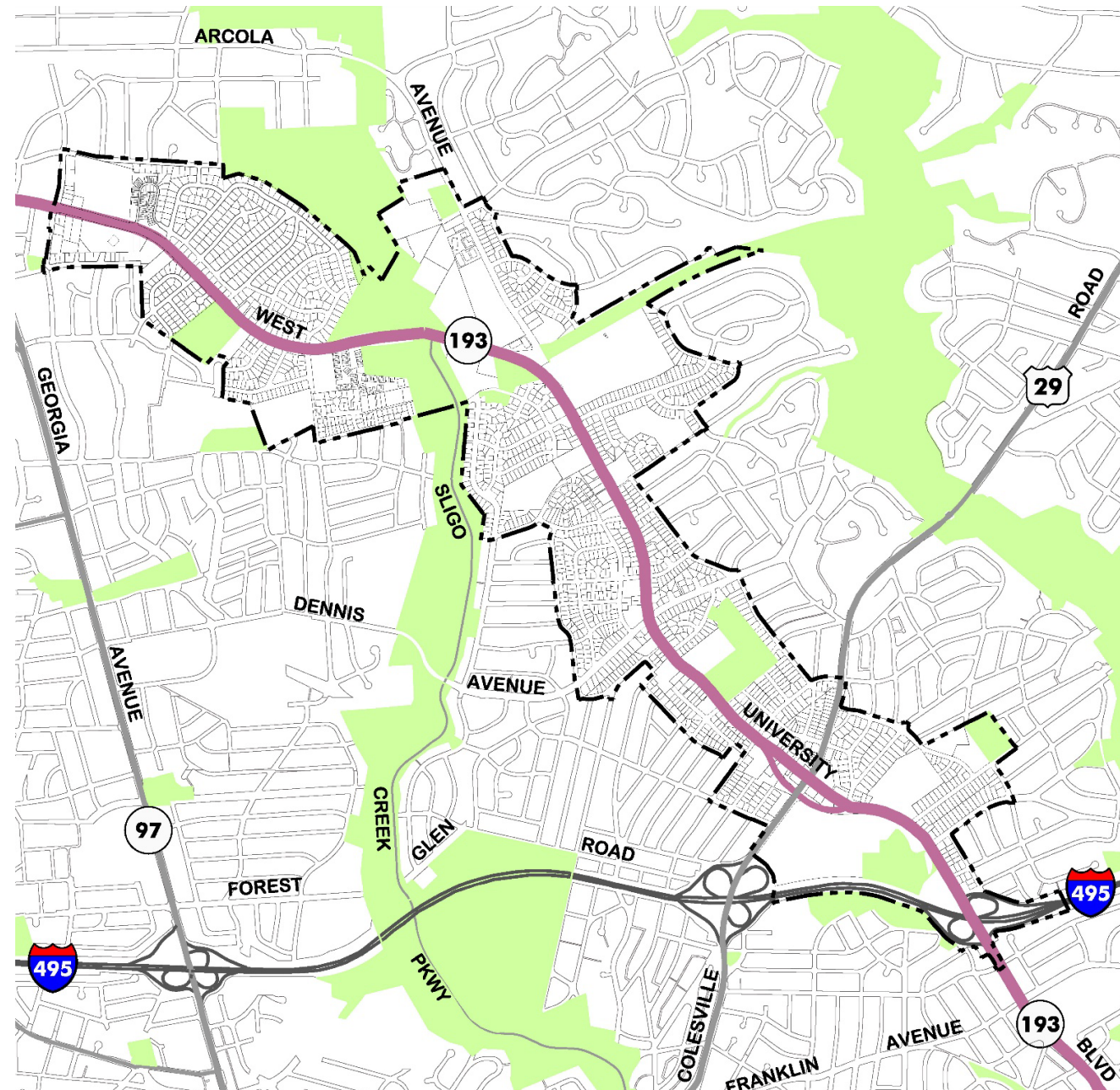


Winter 2024:	Scope of Work Approved
Fall 2023:	Existing Conditions Briefing
Summer 2024:	Emerging Ideas
Fall 2024:	Preliminary Recommendations and Working Draft
Winter-Spring 2025:	Planning Board Review
Spring-Summer 2025:	County Council Review



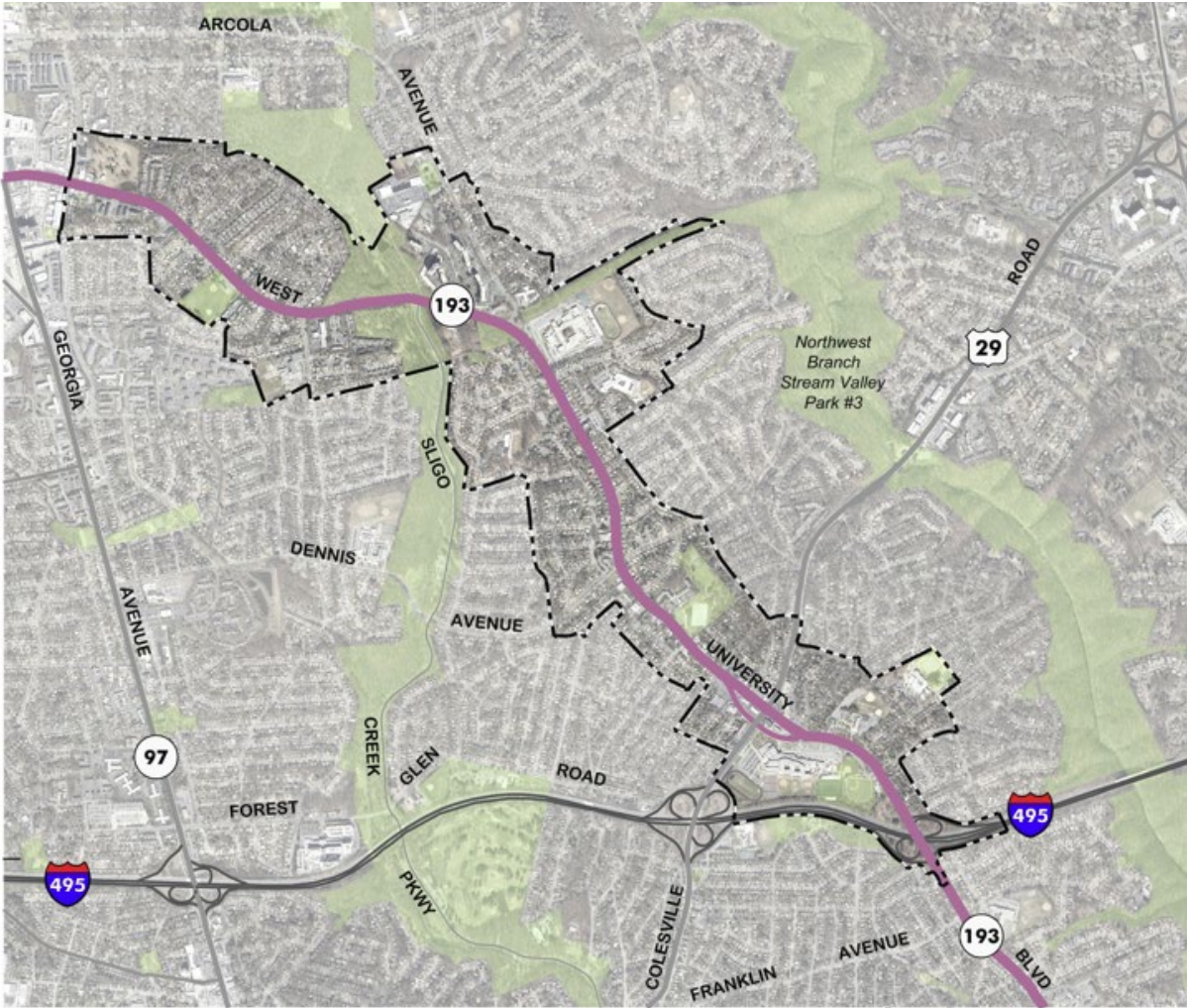
Plan Area

- Comprehensive corridor plan for approximately 3.5 miles of University Boulevard and adjacent properties.
- Characterized by residential development and institutional uses, including places of worship and community facilities.
- Commercial uses are located adjacent to the Wheaton Central Business District, Kemp Mill, and Four Corners.
- University Boulevard is controlled by Maryland Department of Transportation State Highway Administration (MDOT SHA) and served by Montgomery County Ride On and Metrobus.
- University Boulevard includes sidewalks adjacent to travel lanes and no existing bikeways.



Plan Area Demographics

Demographics	
Total Population	9,733
Median Age	40.2
Race and Ethnicity	
Hispanic/Latino	27%
Not Hispanic/Latino	73%
White	33%
Black/African American	24%
Asian	10%
Other	1%
Two or More Races	4%
Total Households	3,573
% Owner Households	69%
% Family Households	59%
Median Household Income	\$103,116
Languages	English, Spanish and Chinese (including Mandarin and Cantonese)



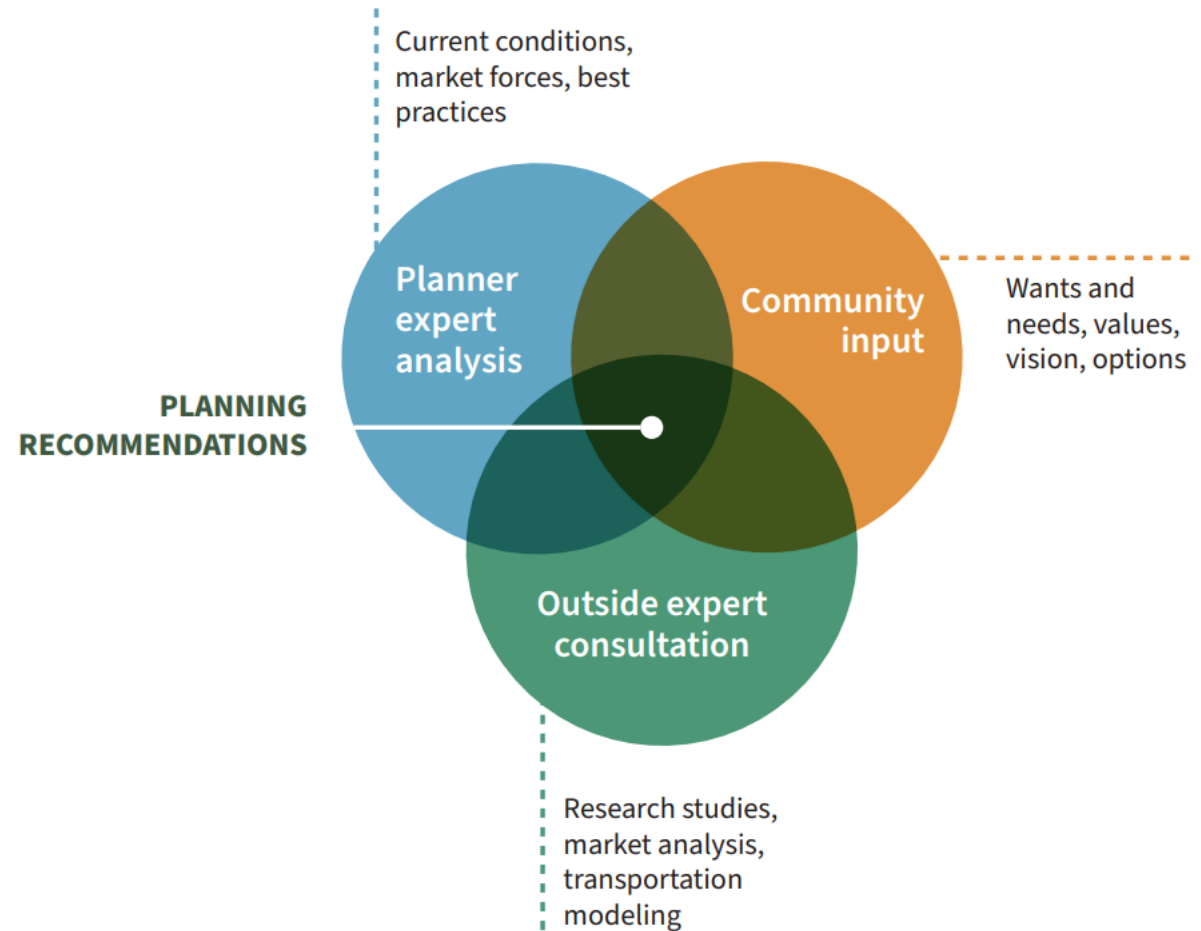
Plan Purpose



The purpose of the University Boulevard Corridor Plan is to comprehensively review the built, natural, and social environment along the corridor and consider opportunities to further the outcomes and objectives of *Thrive Montgomery 2050*.

What Informs Preliminary Recommendations?

- Community input is a foundational part of our planning.
- Combined with internal and external expertise and data sources, it has a significant impact on our planning recommendations



Outreach and Engagement to Date



- Over 16 in-Person or Virtual Meetings & Workshops



- 21+ In-Community Events



- Over 1000 doors knocked for canvassing



- Conversations in 6 languages
- 239 One-on-one conversations logged



- 6000+ Mailers & Postcards Sent



- 166 Questionnaire Responses Collected



- 21,000 + words of text analyzed



Engagement – What We Heard

General Comments

- Diversity of the neighborhood is valued
- Safety for people walking, biking and rolling is a concern
- Sligo Creek Park is a beloved local resource, but improved pedestrian access is needed
- Desire access to better local food, entertainment, and public spaces

Housing

- Housing quality, affordability, and availability are concerns
- High rent costs and need for more affordable housing and assistance
- Issues with poor building maintenance and pest concerns
- Desire for community amenities within walking distance



Engagement – What We Heard 1

Transportation

- Concern for traffic during peak hours
- Concern about crime on public transportation
- Demand for more frequent buses and extended bike lanes
- Desire for improved pedestrian safety, including protected crossings
- Address speeding and dangerous driving with enforcement
- Desire for improved transit options
- Support for better transportation and environmental initiatives
- Waste management and maintenance, especially during winter season



Engagement – What We Heard 2

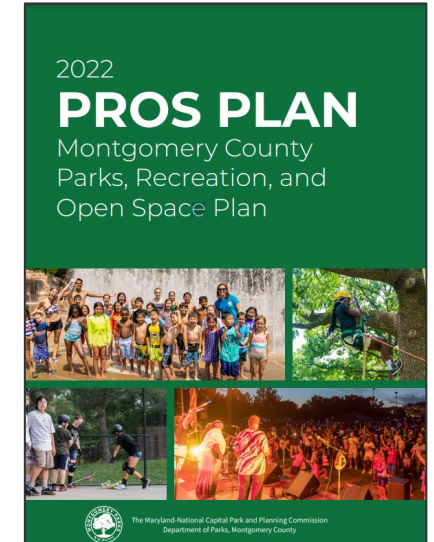
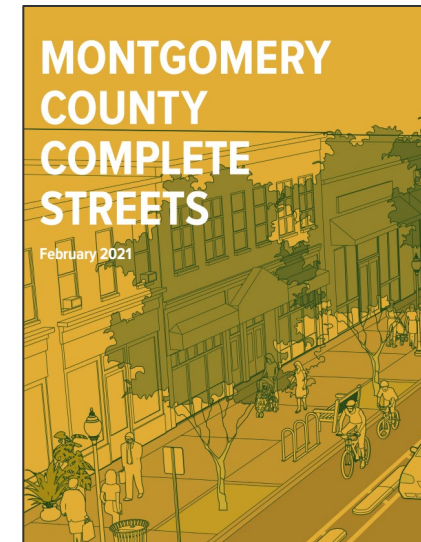
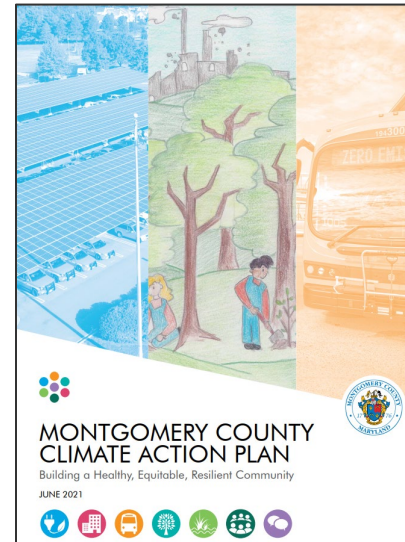
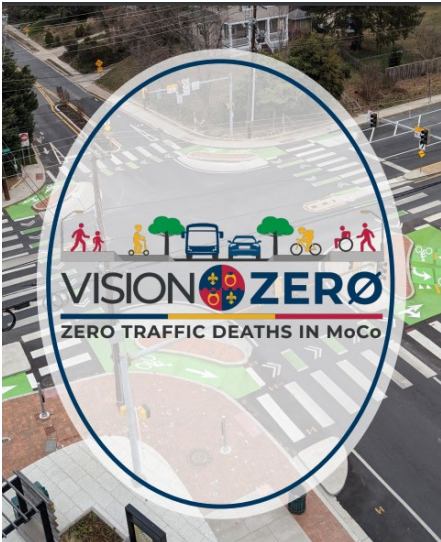
Environment

- Desire for more parks and green spaces
- Infrastructure improvements for sidewalks, roads, and general cleanliness
- Noise pollution concerns from University Boulevard
- Support for better transportation and environmental initiatives
- Waste management and sidewalk cleanup, especially during winters
- Concerns about ice buildup from snowplows, especially on curb cuts



Planning Framework

- Montgomery Planning evaluates existing conditions, examines changes since the adoption of previous master plans, considers best practices, and assesses guiding plans and policies.



Thrive's Key Recommendations



Focus on growth in
downtowns,
activity centers, and along
major corridors



Prioritize racial equity and
social justice



Increase the County's
economic
competitiveness



Emphasize walking,
biking, and transit



Embed social connections
and public health into our
land use planning



Enhance public and
private spaces alike with
arts and culture



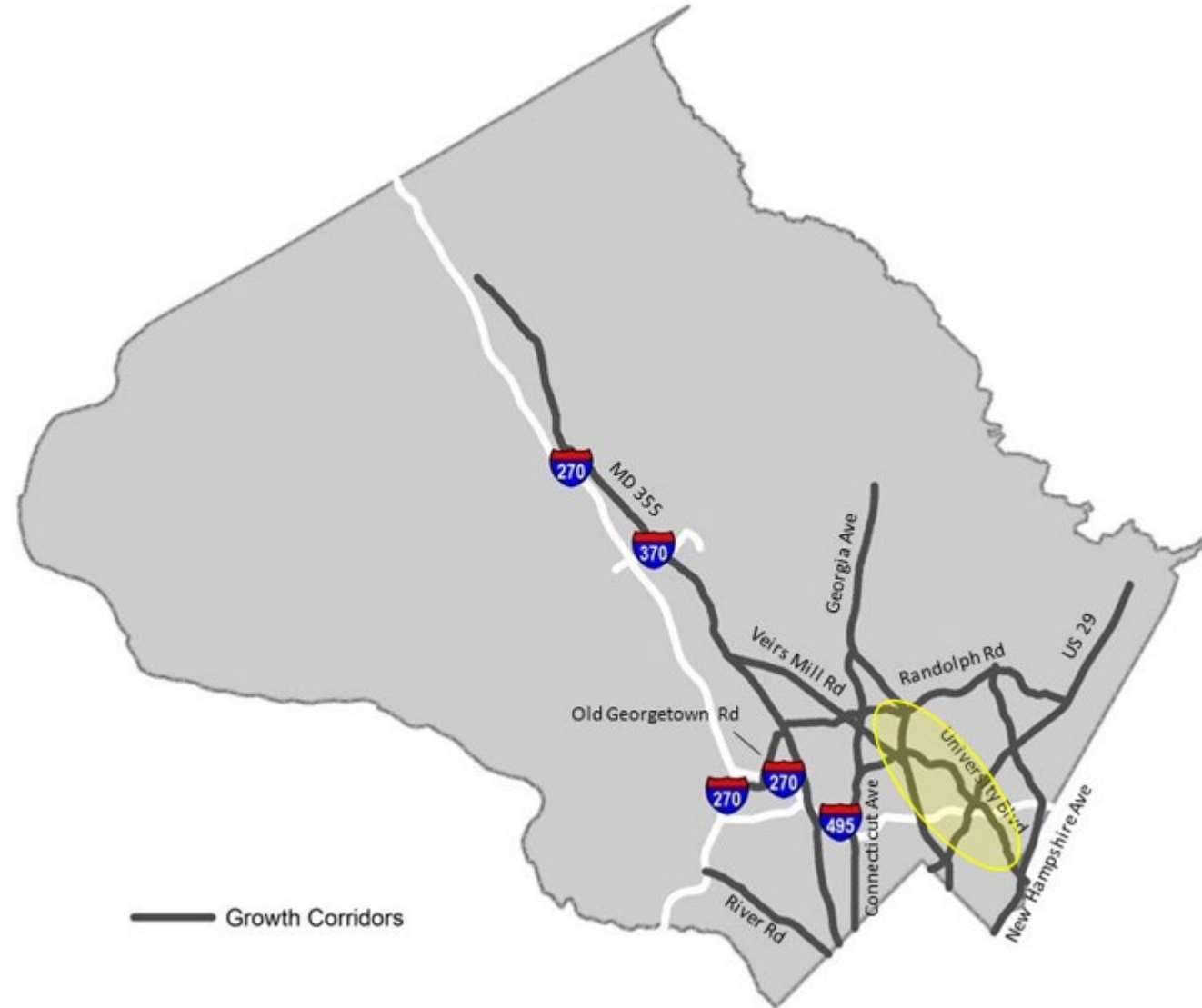
County-wide
environmental
sustainability and
resilience



Build more housing to
better match housing
supply with demand

Thrive Montgomery 2050 Growth Corridors

- Connecticut Avenue
- Georgia Avenue
- MD 355
- New Hampshire Avenue
- Old Georgetown Road / North Bethesda Transitway
- Randolph Road
- River Road
- University Boulevard
- US 29
- Veirs Mill Road



Racial Equity and Social Justice

- Thrive Montgomery 2050 provides the foundational principles for this Plan. Thrive aims to ensure equitable outcomes for all community members.
- The plan aims to create a connected equitable community where residents of all backgrounds can enjoy access to housing, transportation, and services.
- The plan uses a data-driven approach to understand the impacts of current demographics and historical inequities on residence.
- The plan emphasizes intentional and inclusive community engagement through multilingual outreach and door to door canvassing.
- Employees an equity framework from Montgomery Planning's internal Equity Peer Review Group (EPRG) which is based on the Government's Alliance on Racial Equity's Equity tool.

The Equity framework

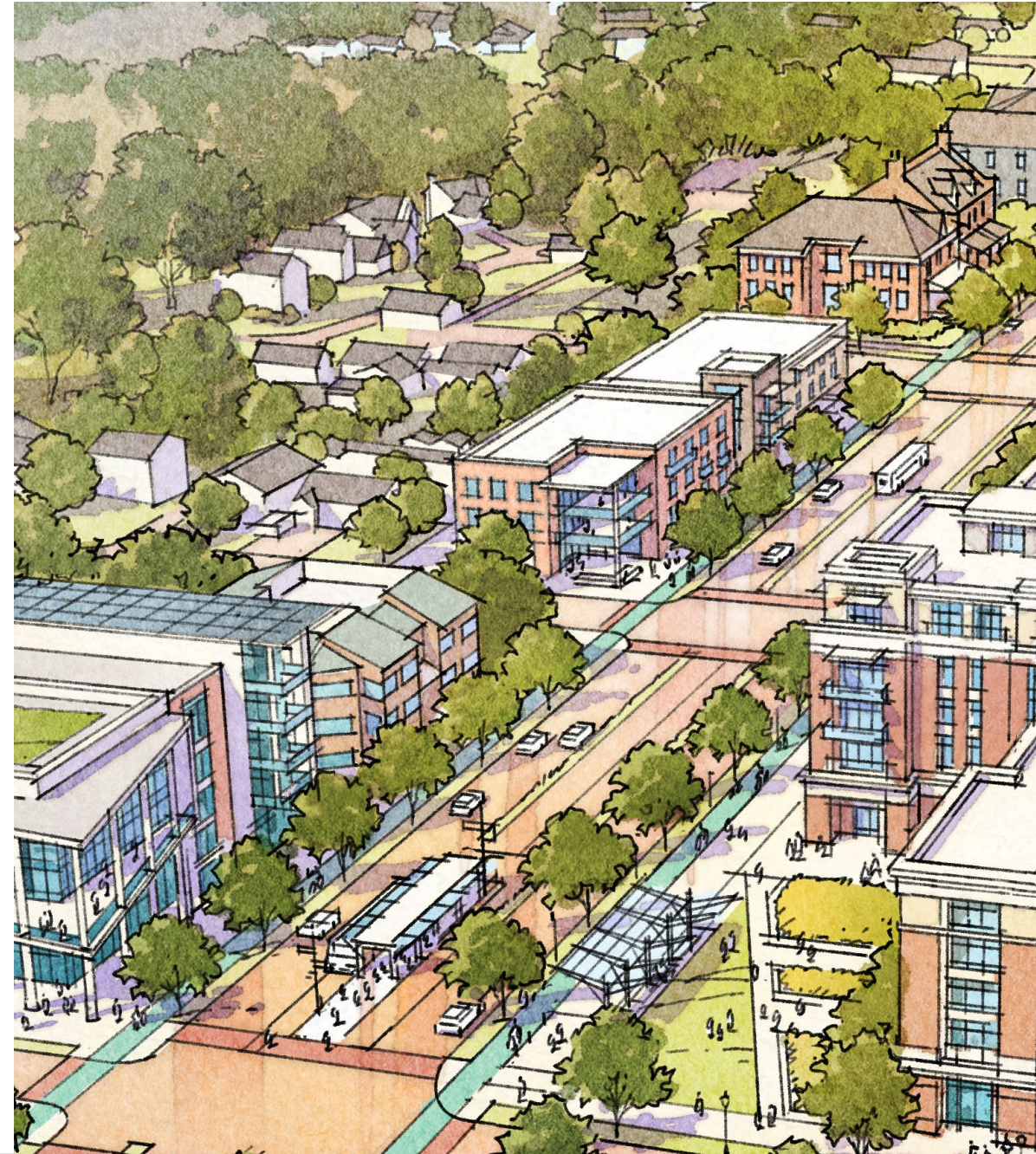
- Desired Results
- Analysis of Data
- Community Engagement
- Strategies
- Implementation
- Communication and Accountability

Plan Vision

- Transform University Boulevard to a pedestrian-oriented, multimodal corridor that supports safe, accessible, and healthy travel options and connects vibrant communities with a diverse range of housing options supported by bus rapid transit.

Plan Goals

- Establish an actionable framework for responsible and sustainable development of the Plan area.
- Address contemporary challenges related to housing, transportation, and environment while encouraging economic development.
- Transform the Plan area into a vibrant, inclusive, and resilient community.



Preliminary Recommendations

- Land Use and Zoning
- Housing
- Urban Design
- Parks, Trails, and Open Space
- Environmental Sustainability
- Transportation
- Community Facilities
- Historic Resources

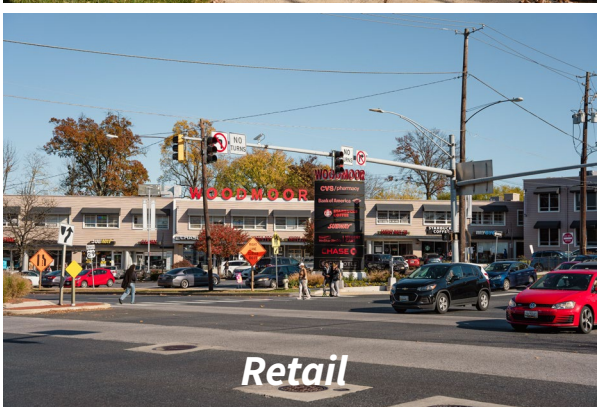
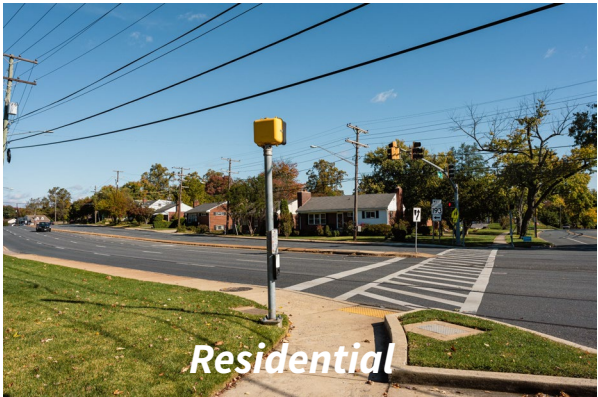
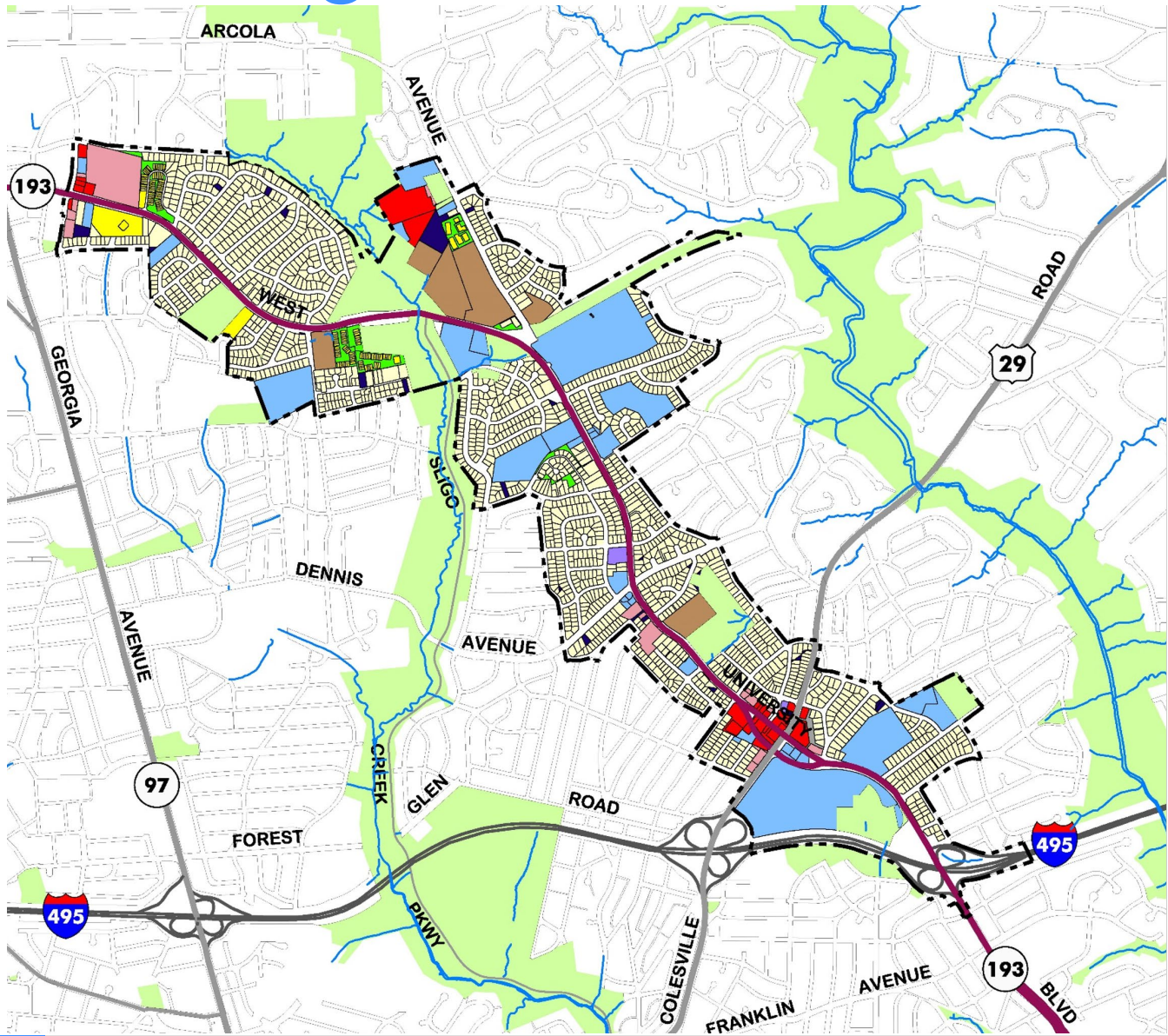





Land Use and Zoning

- To promote sustainable development patterns, provide housing options, and support transportation safety enhancements along University Boulevard, rezone properties that are:
 - Corridor-facing blocks that are entirely within a quarter-mile radius of future Bus Rapid Transit (BRT) stations.
 - Institutional properties, such as properties used for religious assembly.
 - Existing single-use commercial shopping centers.
- Update zoning for properties that are currently zoned RH, RT, and PD, consistent with Zoning Ordinance requirements.
- Retain R-60 and R-90 zones for remaining properties.

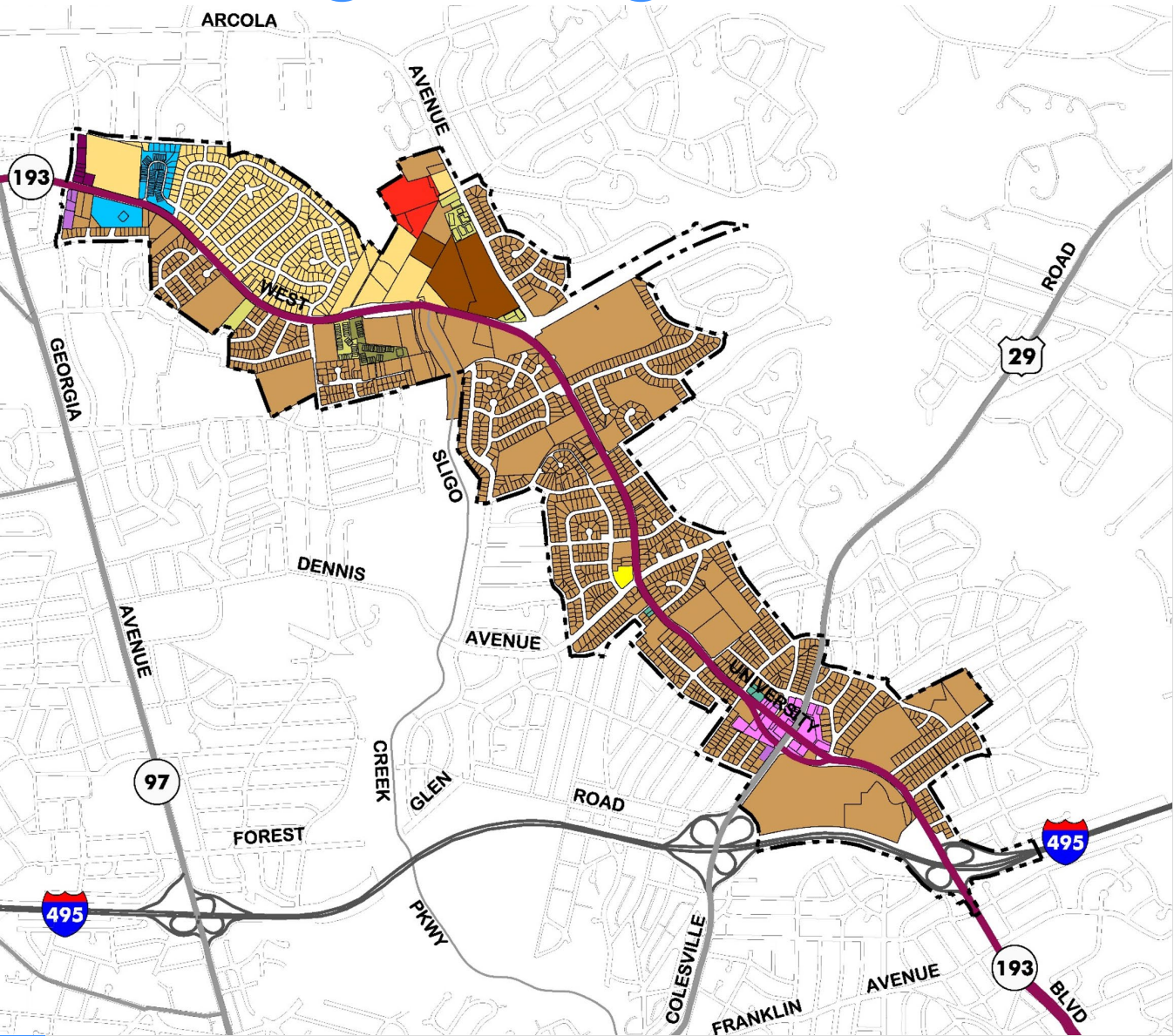


Existing Land Use



- | | | | |
|---|--|---|----------------------------------|
|  | Multi-Unit Residential |  | Office |
|  | Single-Unit Attached |  | Retail |
|  | Single-Unit Detached |  | Institutional/Community Facility |
|  | Open Space |  | Utility |
|  | Parks |  | Parking/Transportation |
|  | University Boulevard |  | Vacant |
|  | University Boulevard Corridor Boundary | | |

Existing Zoning

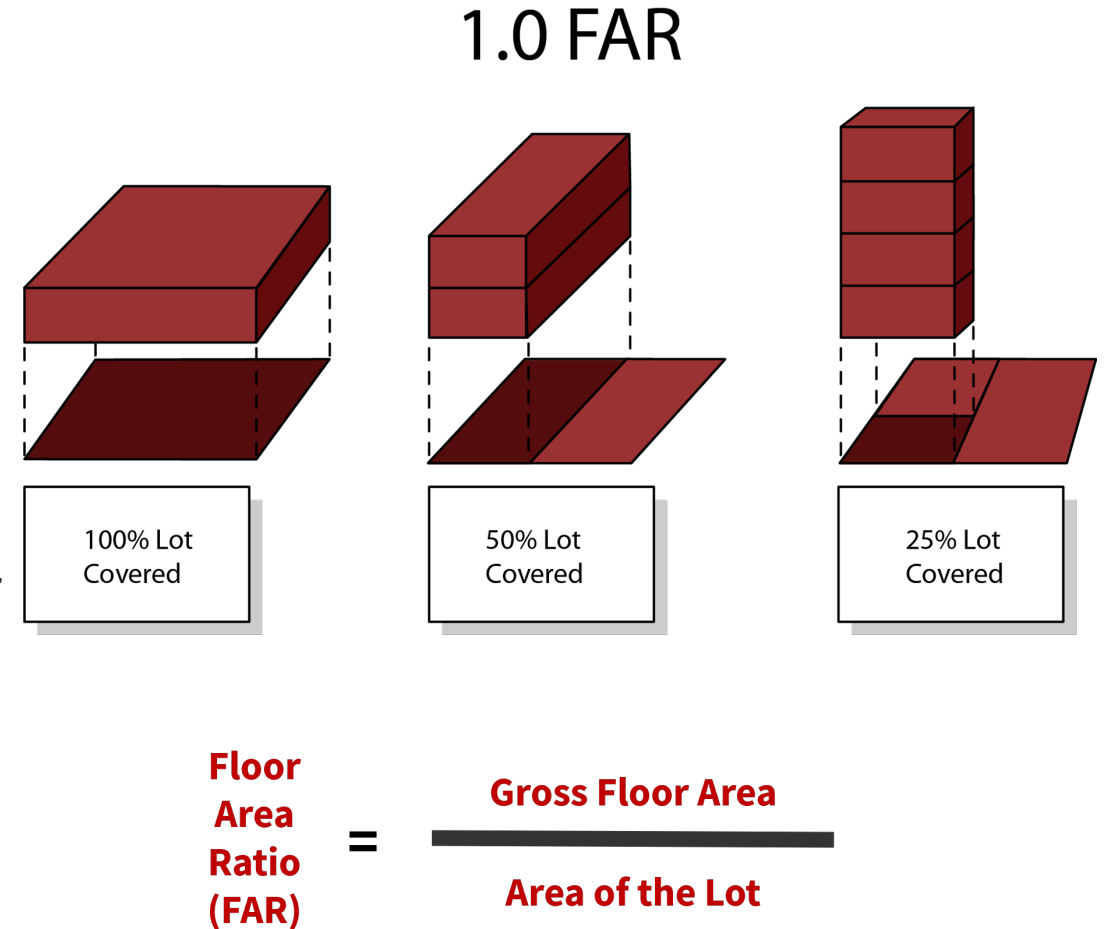


- | | | | |
|--|---|--|---|
| | Commercial Residential Neighborhood (CRN) | | Commercial Residential (CR) |
| | Commercial Residential Town (CRT) | | Employment Office (EOF) |
| | Planned Development (PD) | | Neighborhood Retail (NR) |
| | Residential Zone (R - 200) | | Residential Townhouse (RT - 12.5) |
| | Residential Zone (R - 90) | | Residential Townhouse (RT - 10) |
| | Residential Zone (R - 60) | | Multiple-Unit, high rise planned residential (RH) |
| | University Boulevard | | |
| | University Boulevard Corridor Boundary | | |

0 2000'

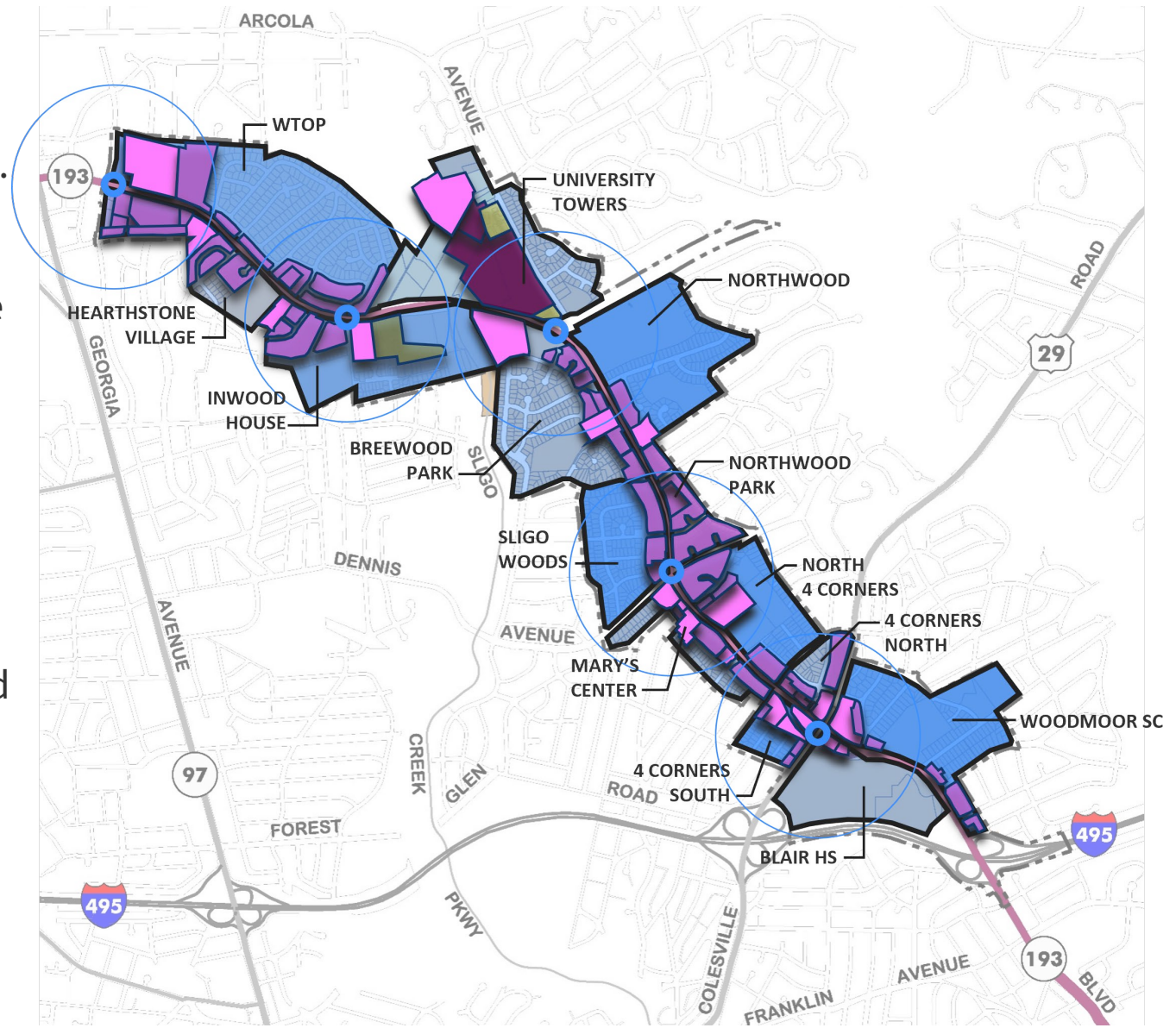
Zoning Overview

- Zoning regulates the use and development of land.
- Each zone specifies permitted uses, maximum size and bulk of buildings (height and density), minimum required front, side and back yards, and other prerequisites to obtain permission to build on a property.
- Size and bulk are regulated by height and either units per acre or Floor Area Ratio (FAR).
- FAR is the ratio of the gross floor area of a building to the area of the lot on which it is located.

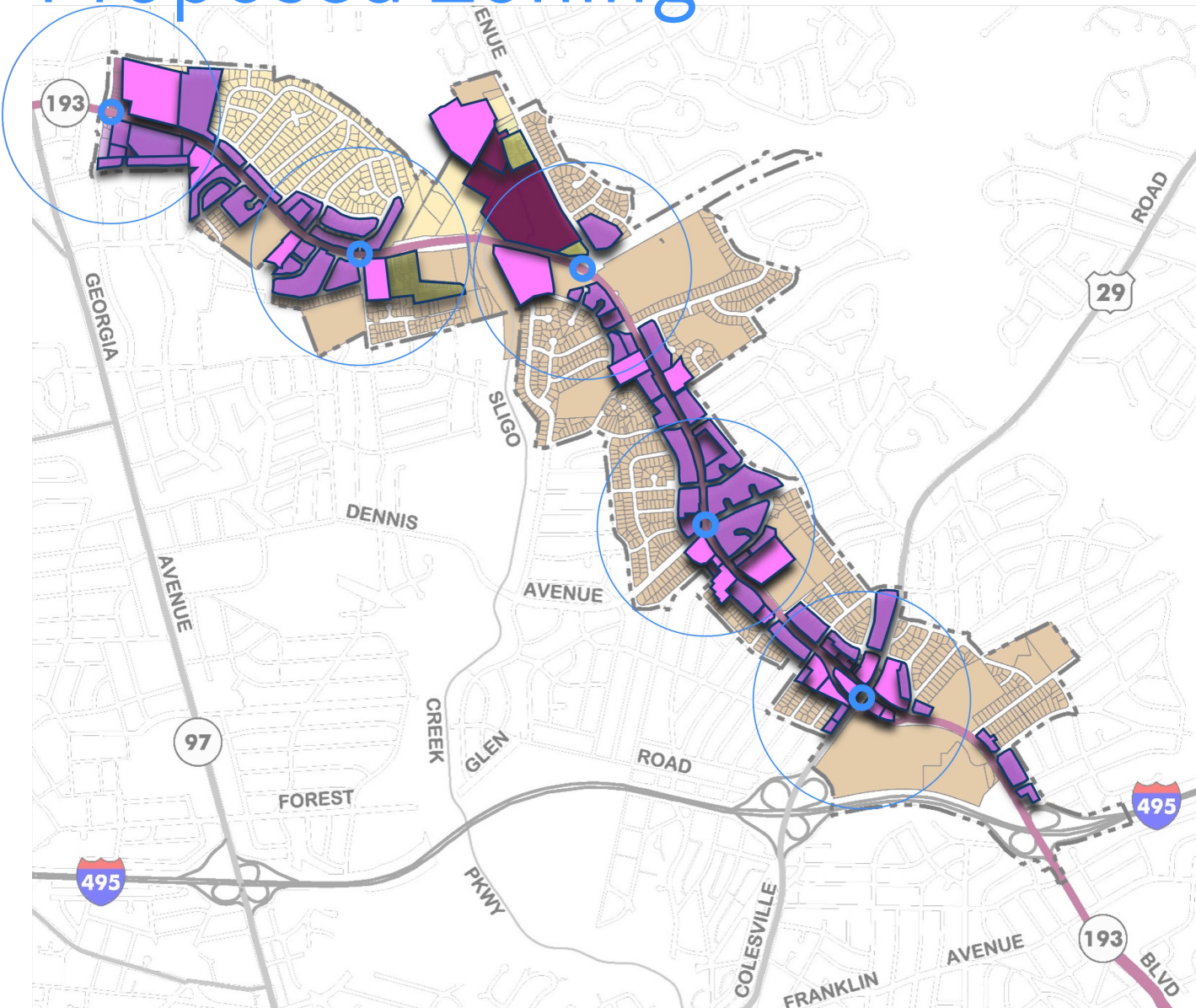


Proposed Zoning

- The Commercial / Residential (C/R) Zones are mixed-use zones that allow a range of densities and heights.
- There are three Commercial / Residential Zone classifications which define the types of uses and the method of development allowed:
 - Commercial Residential Neighborhood (CRN)
 - Commercial Residential Town (CRT)
 - Commercial Residential (CR)
- Each CRN, CRT, and CR Zone classification is followed by a number and a sequence of three symbols: C, R, and H. The numbers represent the maximum FAR, maximum nonresidential FAR, maximum residential FAR, and maximum height.
- Example: CRN 1.0, C-0.0, R-1.0, H-50.

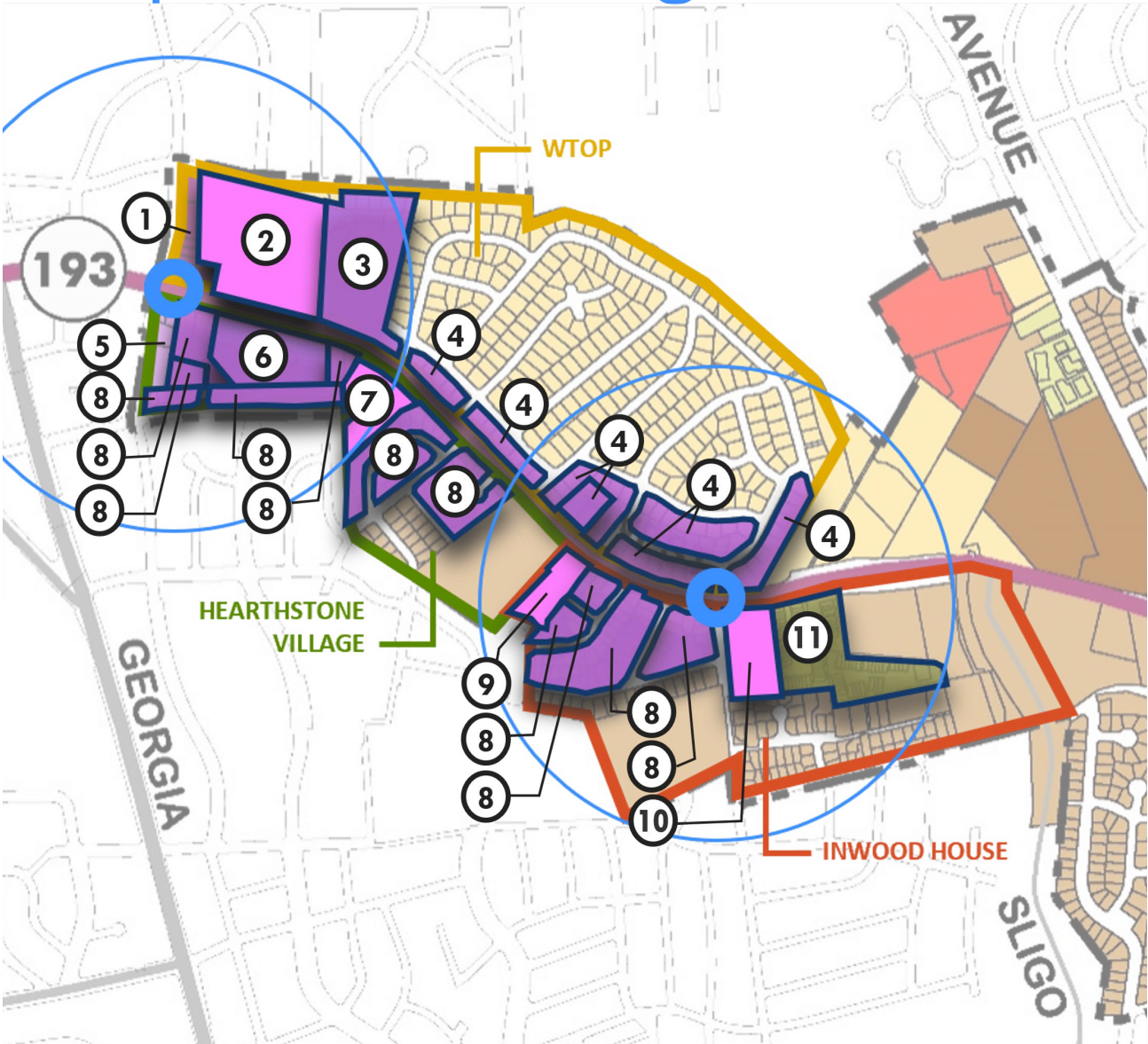


Proposed Zoning



- Commercial Residential Neighborhood (CRN)
- Commercial Residential Town (CRT)
- Commercial Residential (CR)
- Residential Zone (R-90)
- Residential Zone (R-60)
- Townhouse Medium Density Zone (TMD)
- Bus Rapid Transit (BRT) Station -1/4 Mile Radius
- University Boulevard
- Plan Boundary

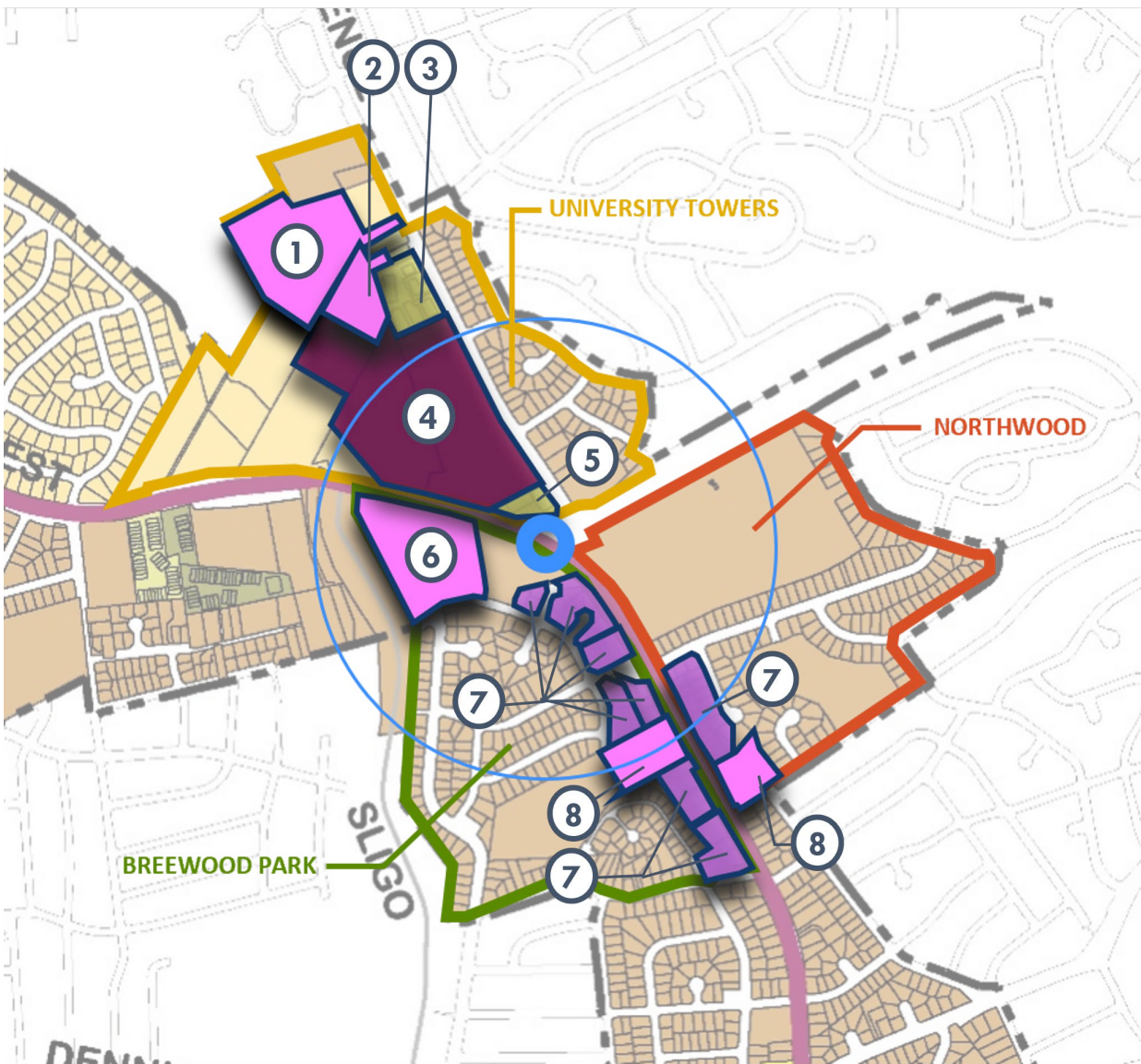
Proposed Zoning Amherst Avenue | Inwood House BRT Stations



	Existing Zoning	Proposed Zoning
1	CR 2.0, C-1.5, R-1.5, H-75	CR 2.0, C-1.5, R-1.5, H-75
2	R-90	CRT 1.5, C-0.5, R-1.25, H-70
3	PD-9	CRN 1.0, C-0.0, R-1.0, H-50
4	R-90	CRN 1.0, C-0.0, R-1.0, H-50
5	CRN 1.5, C-0.5, R-1.5, H-45	CRN 1.5, C-0.5, R-1.5, H-45
6	PD-18	CRN 0.75, C-0.0, R-0.75, H-50
7	R-60	CRT 1.5, C-0.25, R-1.25, H-60
8	R-60	CRN 1.0, C-0.0, R-1.0, H-50
9	RT-12.5	CRT 1.5, C-0.25, R-1.5, H-60
10	R-60	CRT 1.5, C-0.25, R-1.5, H-70
11	RT-10 / RT-12.5	TMD

- Commercial Residential Neighborhood (CRN)
- Commercial Residential Town (CRT)
- Commercial Residential (CR)
- Residential Zone (R-90)
- Residential Zone (R-60)
- Townhouse Medium Density Zone (TMD)
- Bus Rapid Transit (BRT) Station -1/4 Mile Radius
- University Boulevard
- Plan Boundary

Proposed Zoning Arcola Avenue BRT Station



	Existing Zoning	Proposed Zoning
1	NR/R-90	CRT 1.5, C-0.75, R-1.25, H-70
2	R-60	CRT 1.5, C-0.75, R-1.25, H-70
3	RT-12.5	TMD
4	RH	CR 1.5, C-0.25, R-1.5, H-200
5	RT-12.5	TMD
6	R-60	CRT 1.5, C-0.25, R-1.5, H-70
7	R-60	CRN 1.0, C-0.0, R-1.0, H-50
8	R-60	CRT 1.5, C-0.25, R-1.5, H-60

- Commercial Residential Neighborhood (CRN)
- Commercial Residential Town (CRT)
- Commercial Residential (CR)
- Residential Zone (R-90)
- Residential Zone (R-60)
- Townhouse Medium Density Zone (TMD)
- Bus Rapid Transit (BRT) Station -1/4 Mile Radius
- University Boulevard
- Plan Boundary

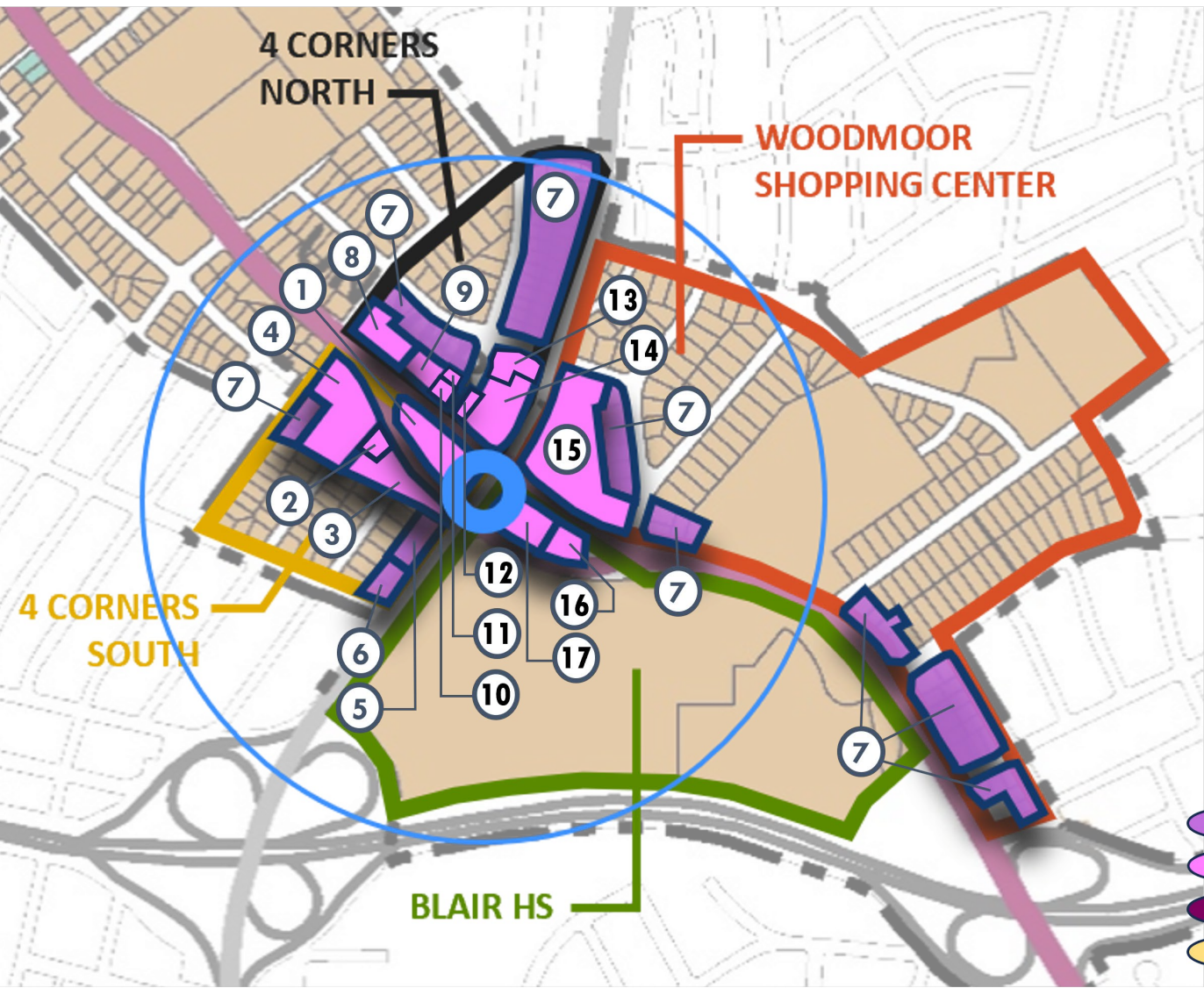
Proposed Zoning Dennis Avenue BRT Station



	Existing Zoning	Proposed Zoning
1	R-60	CRN 1.0, C-0.0, R-1.0, H-50
2	R-200	CRT 1.5, C-0.5, R-1.25, H-60
3	R-60	CRT 1.5, C-0.5, R-1.25, H-50
4	EOF 1.5, H-60	CRT 1.5, C-0.5, R-1.25, H-50
5	R-60	CRT 1.0, C-0.25, R-1.0, H-50
6	R-60	CRT 1.5, C-0.25, R-1.5, H-70

- Commercial Residential Neighborhood (CRN)
- Commercial Residential Town (CRT)
- Commercial Residential (CR)
- Residential Zone (R-90)
- Residential Zone (R-60)
- Townhouse Medium Density Zone (TMD)
- Bus Rapid Transit (BRT) Station -1/4 Mile Radius
- University Boulevard
- Plan Boundary

Proposed Zoning Four Corners BRT Station



	Existing Zoning	Proposed Zoning
1	CRT 2.25, C-1.5, R-0.75, H-45	CRT 2.5, C-1.5, R-1.5, H-75
2	CRT 2.25, C-1.5, R-0.75, H-45	CRT 2.5, C-1.5, R-1.5, H-75
3	CRT 1.5, C-1.5, R-0.5, H-45	CRT 2.25, C-1.5, R-1.5, H-60
4	R-60 / CRT 1.5, C-1.5, R-0.5, H-45	CRT 2.25, C-1.5, R-1.5, H-60
5	CRN 0.5, C-0.5, R-0.25, H-35	CRN 0.5, C-0.5, R-0.5, H-40
6	R-60	CRN 1.0, C-0.0, R-1.0, H-40
7	R-60	CRN 1.0, C-0.0, R-1.0, H-50
8	EOF 3.0, H-100	CRT 3.0, C-2.0, R-1.5, H-60
9	CRT 1.5, C-1.5, R-0.5, H-45	CRT 1.5, C-1.5, R-1.5, H-60
10	CRT 2.25, C-1.5, R-0.75, H-45	CRT 1.5, C-1.5, R-1.5, H-60
11	CRN 0.5, C-0.5, R-0.25, H-35	CRT 1.5, C-1.5, R-1.5, H-60
12	R-60	CRT 2.5, C-1.5, R-2.0, H-70
13	CRT 1.5, C-1.5, R-0.5, H-45	CRT 2.0, C-1.5, R-1.5, H-60
14	CRT 2.25, C-1.5, R-0.75, H-45	CRT 2.5, C-1.5, R-2.0, H-70
15	CRT 0.75, C-0.75, R-0.5, H-40	CRT 2.0, C-1.5, R-1.5, H-60
16	R-60	CRT 1.5, C-0.75, R-1.0, H-75
17	CRT 0.25, C-0.25, R-0.25, H-35	CRT 1.5, C-0.75, R-1.0, H-75

- Commercial Residential Neighborhood (CRN)

Commercial Residential Town (CRT)

Commercial Residential (CR)

Residential Zone (R-90)
- Residential Zone (R-60)

Townhouse Medium Density (TMD)

BRT Station -1/4 Mile Radius

University Boulevard

Plan Boundary

Housing

- Preserve existing naturally occurring affordable housing where practicable, striving for no net loss with redevelopment.
- Expand housing options and unit types for residents at different life stages and prices.
- Encourage new residential development on institutional properties.
- Encourage 15 percent Moderately Priced Dwelling Units (MPDUs) as the highest priority public amenity for new residential development.
- Foster inclusive communities free from barriers that restrict access to housing and opportunity based on protected characteristics.



Urban Design

Guidance for New Development

- Build on the corridor's unique context to integrate small, medium, and large-scale new development that expands housing options and creates neighborhood serving centers.
- Explore small and medium scale residential development along the corridor and mixed-use higher density development at locations with existing commercial uses like Four Corners, the Kemp Mill Shopping Center, and the WTOP property, ensuring new development transitions in scale to adjacent residential neighborhoods.



Urban Design Public Realm Enhancements

- Improve walking, biking, and rolling with wider sidewalks, landscaped buffers, lighting and seating, and expand access to existing public facilities and neighborhood retail.
- Promote street-oriented development with active building frontages along major streets and public open spaces to encourage pedestrian activity, bicycle usage, and transit ridership.



Urban Design Placemaking

- Utilize placemaking strategies at key locations to enhance and promote local character and history, and to identify places for art in parks and other public spaces as well as at new residential and non-residential developments.
- Consider interventions that will expand pedestrian access to popular destinations, create lively areas where residents can gather outside, and improve visibility for local businesses.



Parks, Trails, and Open Space

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



Environmental Sustainability

- Develop the corridor as a ‘cool’ corridor with street trees, shaded bus stops, stormwater management, landscaped buffers, environmentally sustainable features and energy efficient buildings.
- Transition new development and redevelopment toward net-zero buildings by increasing building energy efficiency and on-site clean energy generation.
- Protect existing and increase tree canopy with native species for the Plan area.
- Advance sustainable design solutions to create an attractive public realm with integrated green features that enhance mobility and walkability.



Shaded Multimodal Facilities



Landscaping to reduce runoff

Environmental Sustainability

- Minimize impervious surfaces for all new residential and non-residential developments.
- Incorporate urban ecology best practices and principles of biophilic design to maximize environmental resiliency.
- Promote the undergrounding or relocating of utilities along the corridor, where feasible, to improve the walking environment and infrastructure resilience and streetscape.
- Advance ideas included in the Climate Action Plan, including promoting energy efficiency and support net zero energy building design.



Trees in Parking Lots



Green buffers between University Boulevard and houses

Transportation Countywide Plans and Policies



General Plan: Thrive Montgomery 2050



Vision Zero



Complete Streets



Countywide Transit Corridors Functional Master Plan



Bicycle Master Plan



Pedestrian Master Plan

Complete Streets icon used with permission. Source: NACTO Transit Street Design Guide.

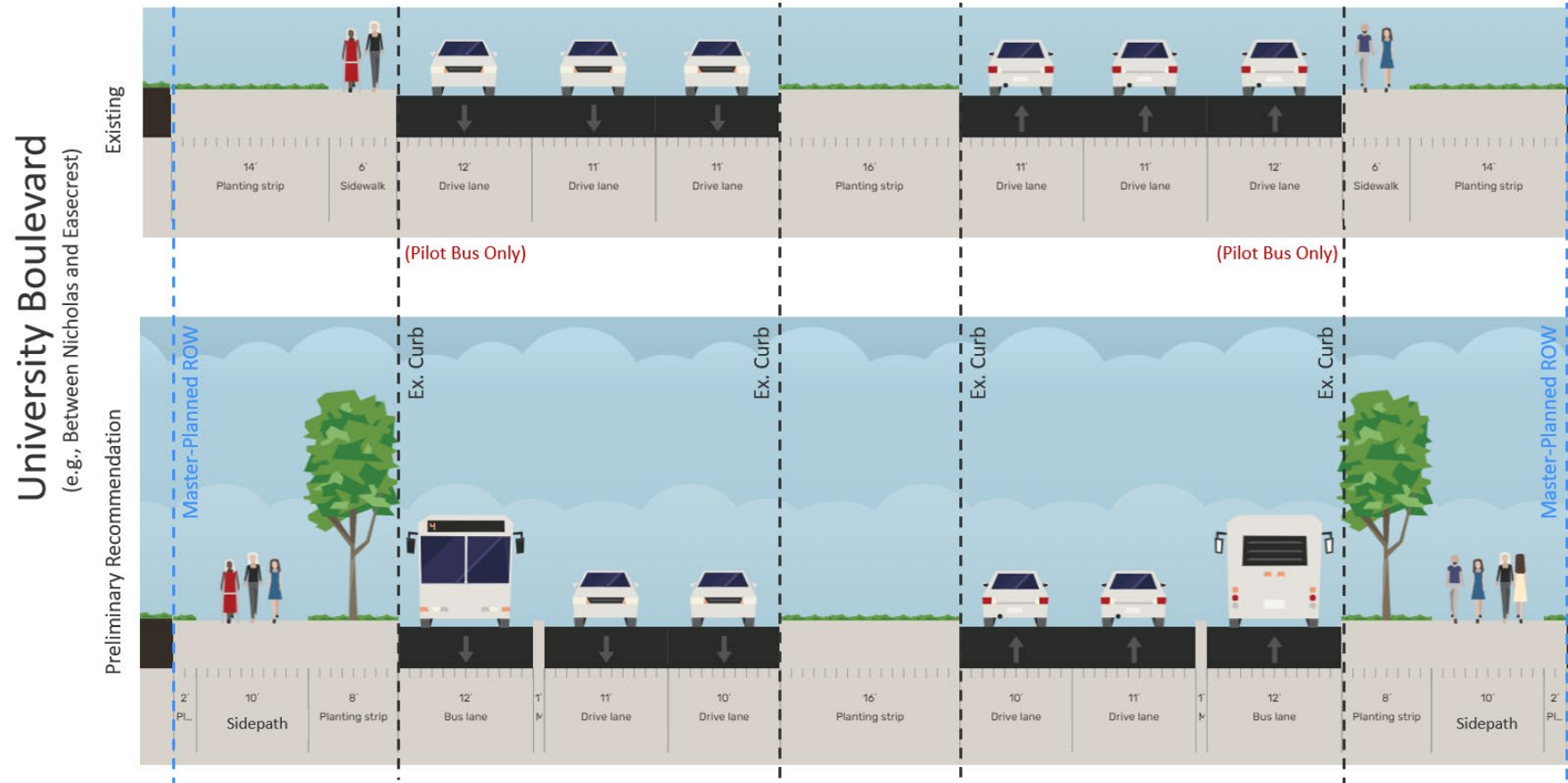
Vision Zero

- Holistic transportation strategy adopted by Montgomery County in 2017 with the goal to **eliminate traffic fatalities and severe injuries** on the county's roadways by 2030.
- **Between 2015 and 2022, motor vehicle crashes on University Boulevard in the plan area resulted in 34 severe injuries and three fatalities.**
- **Key principles:**
 - Serious and fatal traffic crashes are unacceptable and preventable.
 - The design and construction of roadways can reduce the consequences of human error.
 - Human life takes priority over mobility.



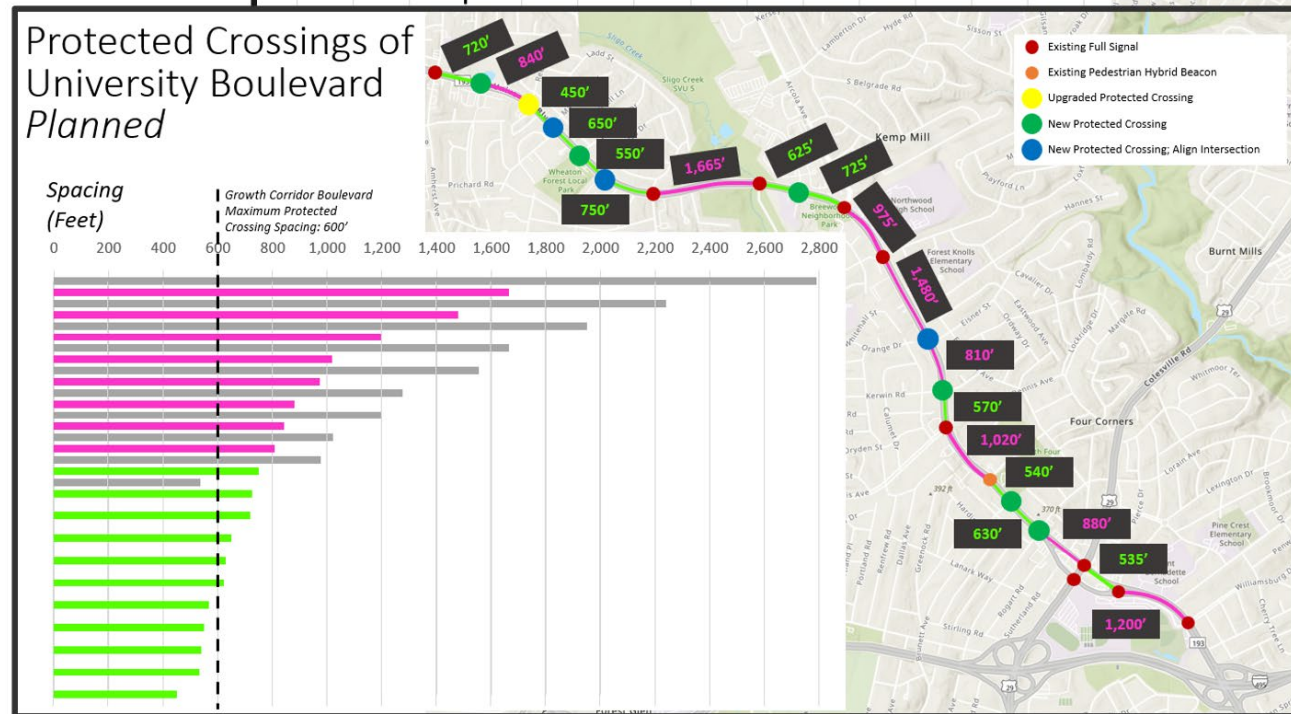
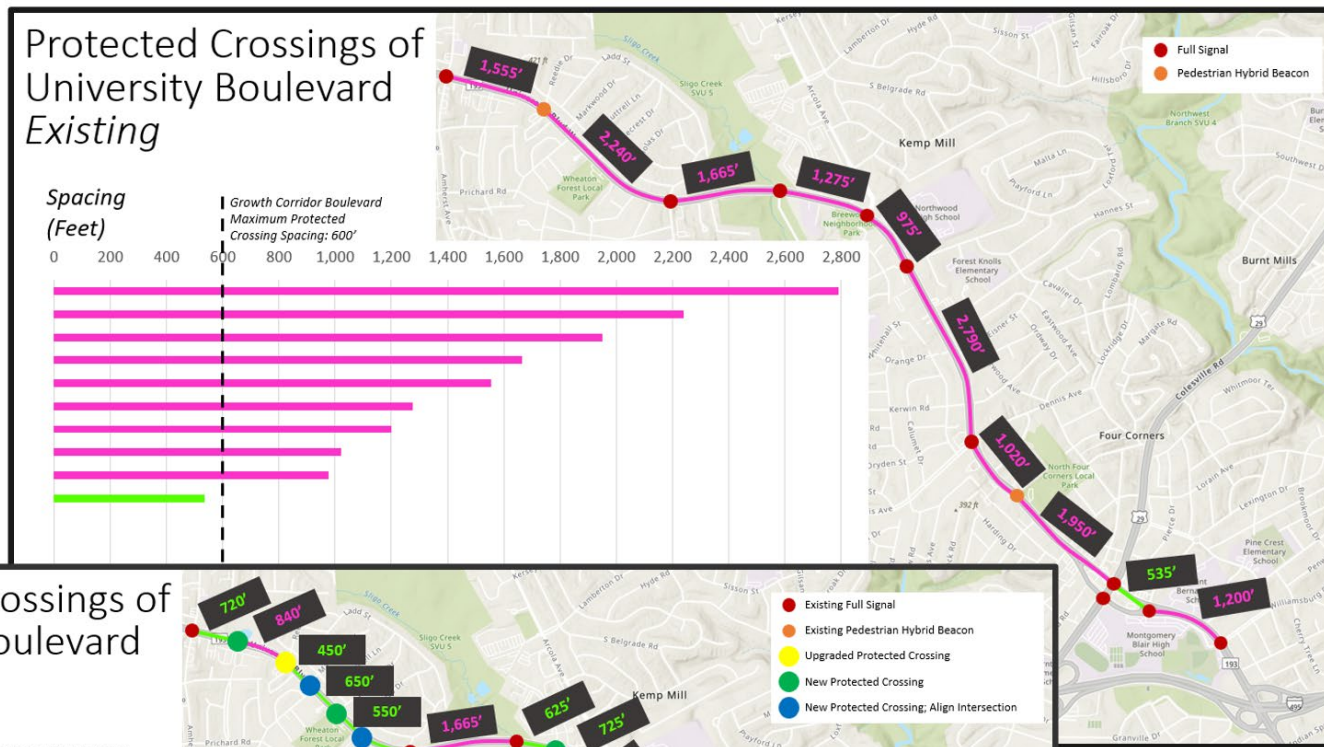
Transportation

- Provide dedicated transit lanes along University Boulevard and Colesville Road.
- With redevelopment or implementation of BRT, consolidate, remove, or relocate driveways from University Boulevard to side streets and alleys, and limit future driveways.



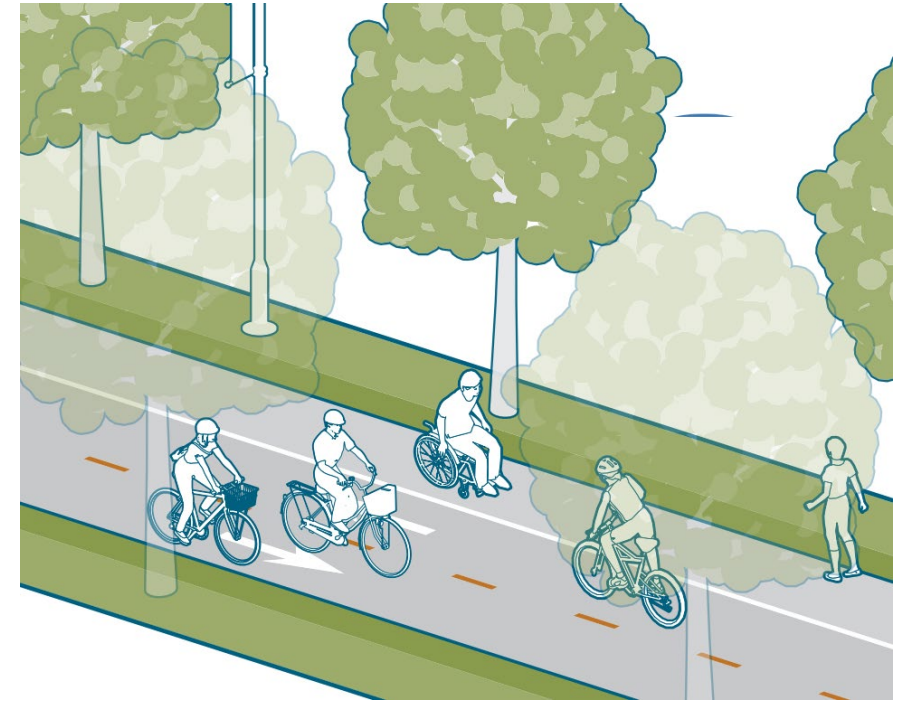
Transportation

- Implement a connected network of streets along University Boulevard to improve travel, reduce the distance between protected crossings, support intersection signalization, and manage vehicular access.
- Accommodate new protected crossings to minimize the distance between safe crossings and enhance the walking experiences along the corridor.



Transportation

- Implement a connected network of comfortable walkways and low-stress bicycle facilities, and right-size roadways and intersections to create a safer and more comfortable environment for people who are walking, rolling, bicycling, riding transit, and driving.
- Support opportunities for micro-mobility, bike share and electric charging stations.

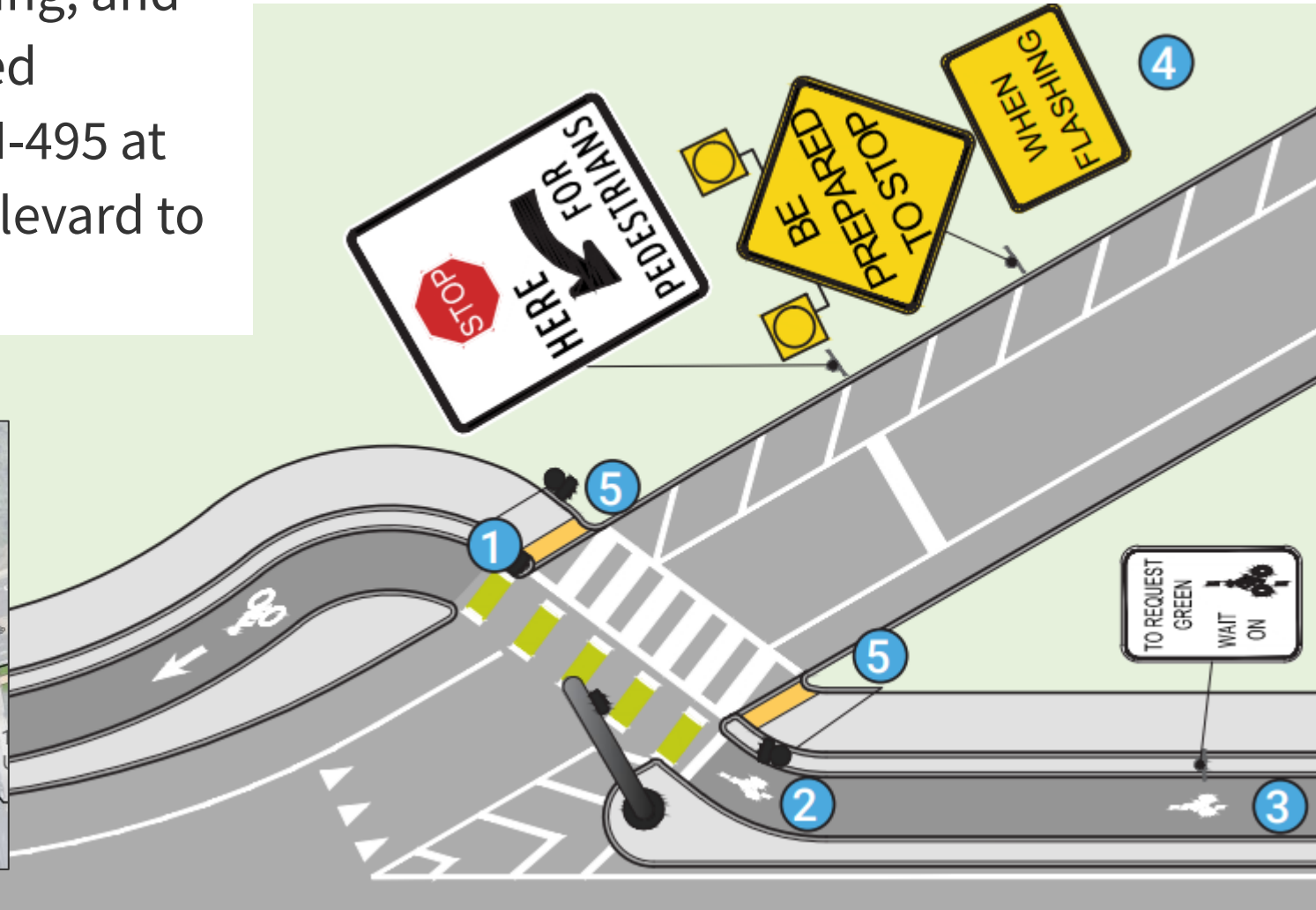


Transportation

- Improve pavement markings, lighting, and sight distance and explore protected crossings at the interchanges with I-495 at Colesville Road and University Boulevard to improve safety for all modes.



Pedestrian Safety Action Plan Project
MDOT SHA MD 650



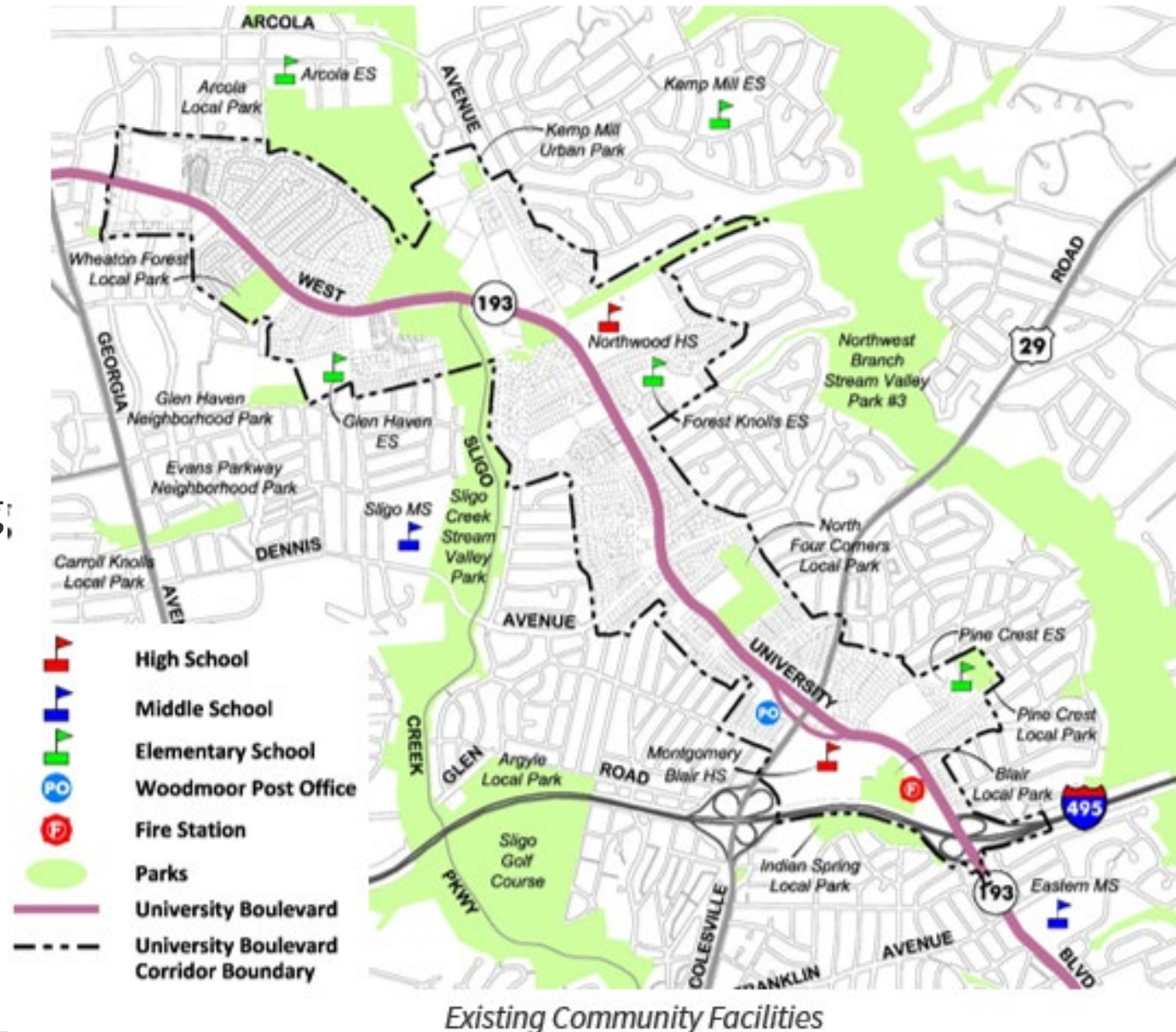
Transportation

- In the short-term, repurpose one lane per direction to provide safer and more comfortable facilities for people walking, biking, and rolling.
- Implement protected crossings at the intersection of Lorain Ave and University Blvd.
- Minimize crossing distances for people walking, biking, and rolling.
- Reduce curb radii at all intersecting streets to 15 feet.
- In the long-term, further study a more connected network of Town Center Streets to provide increased local connectivity for people walking, biking, rolling, taking transit and driving. The study should also explore introducing a more regular street pattern than today's one-way couplet.



Community Facilities

- Promote co-location of public facilities to reduce public expenditures and efficiently use land.
- Encourage innovative design for new prototypes of public facilities.
- Promote new local farming opportunities, including community gardens and creating a new farmers market for the Plan area.
- Support efforts by county agencies to implement neighborhood-level strategies to address food insecurity and other local sources for food production.



Historic Preservation

- Protect and preserve resources listed in the Master Plan for Historic Preservation.
- Designate the Romeo and Elsie Horad House as a Historic Site in the Master Plan for Historic Preservation.
- Update the Burial Sites Inventory to include the Captain John and Lucy Adamson Family Burial Ground.
- Identify resources for future study for listing in the National Register of Historic Places or the Master Plan for Historic Preservation.
- Commemorate the history of residential neighborhoods along the corridor, including Jewish and African American communities.

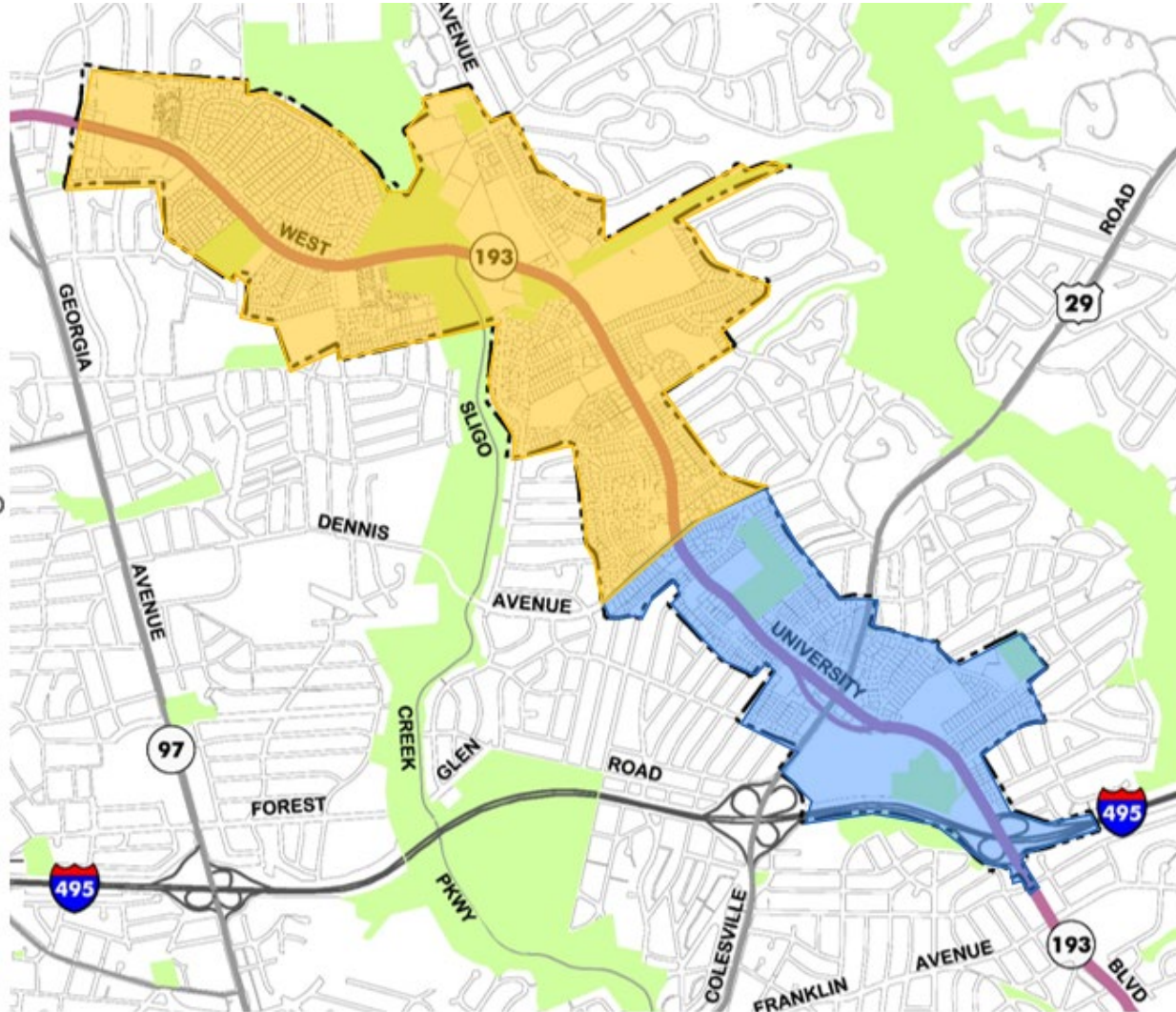


View of the Romeo and Elsie Horad House and an article about Horad's candidacy for County Council. Sources: Montgomery Planning (left) and Evening Star (right).



Historic views of the WTOP (WJSV) Transmitter Building and the Pinecrest Recreation Center. These properties are listed in the Master Plan for Historic Preservation. Source: Library of Congress (left) and Montgomery Planning (right).

Upcoming Public Meetings



Dennis Avenue to I-495

- In-Person: Tuesday, **October 15, 7-9 p.m.** at the Montgomery Blair High School Cafeteria

Amherst Avenue to Dennis Avenue

- In-Person: Tuesday, **October 22, 7-9 p.m.** at the M-NCPPC Wheaton HQ Auditorium

Amherst Avenue to I-495 (Full Plan Area)

- Virtual: Wednesday, **October 30, 7-9 p.m.**

Planning Board Briefing

- Thursday, October 31

Next Steps

- **Fall 2024:** Planning Board Review of Preliminary Recommendations and Working Draft Plan
- **Winter 2025:** Planning Board Public Hearing on Draft Plan
- **Spring 2025:** Planning Board Work Sessions and Planning Board Draft Transmittal to County Executive and County Council
- **Summer 2025:** County Council Review



Contact Us

Website

<https://montgomeryplanning.org/ubc>

Nkosi Yearwood

301-495-1332

Nkosi.Yearwood@montgomeryplanning.org

Zubin Adrianvala

301-495-4703

Zubin.Adrianvala@montgomeryplanning.org