


DRAFT APPENDIX A: PLAN GLOSSARY

TERM	DEFINITION
15-minute living	The idea that most daily amenities and needs can be met within a 15 to 20-minute walk, bike or other mode of transportation from any point in a city, town or village regardless of size, to maximize livability, convenience, and efficiency.
Activation (of spaces)	Public spaces can be activated through physical interventions, such as urban form and scale, landscaping, and access to design features.
Active recreation	Structured activity that requires the use of special facilities, courses, fields, or equipment.
Adaptive reuse	The process of reusing an existing building or structure for a purpose other than which it was originally built or designed for.
Area Median Income (AMI)	The median household income for an area as estimated by the U.S. Department of Housing and Urban Development. It is the midpoint of a region's income distribution – half of households in a region earn more than the median and half earn less than the median.
Bus Rapid Transit (BRT)	A fixed-guideway transit system where buses operate in dedicated lanes, either physically or through signing and marking, distinct from general purpose lanes used by automobiles. BRT systems also typically include off-board fare collection systems and advanced transit information systems.
Carbon sequestration	The process of capturing and storing atmospheric carbon dioxide.
Climate resilience	The ability to withstand and recover from climate hazards.

Complete community	Complete communities have a range of land uses, housing types, infrastructure, services, and amenities to meet a wide range of needs for a variety of people - and to support racial and socioeconomic integration.
Complete Streets Design Guide (CSGD)	CSGD is a design guide for complete streets - roadways that are designed and operated to provide safe, accessible, and healthy travel for all users of the roadway system, including pedestrians, bicyclists, transit riders, and motorists.
Complete streets	Roadways that are designed and operated to provide safe, accessible, and healthy travel for all users of our roadway system, including pedestrians, bicyclists, transit riders, and motorists.
Conditional uses	A conditional use, previously known as a “special exception,” is a use that is not permitted as a matter of right in the zone where it is located but may be allowed subject to a review process administered by a hearing examiner.
Continental crosswalk marking	See “Crosswalk markings.”
Cool corridor	A multimodal area paralleling a major transportation facility, such as a highway, boulevard or transitway that provides people who walk, bike roll, and take transit protection from extreme heat and air pollution by incorporating tree canopy, landscaped buffers, stormwater management, and shade structures.
Corridor Focused Growth Area	Corridor-focused growth is a fundamental component of <i>Thrive Montgomery 2050</i> that recommends concentrating growth along major transportation corridors to maximize the efficient use of land and create complete communities. Corridor-focused growth seeks to align the intensity of development along corridors with the surrounding context and the proximity to existing or planned transit.

<p>Crosswalk markings</p>	
<p>Decorative crosswalks</p>	<p>“Decorative crosswalks are marked pedestrian crossings across a roadway that include a colored and/or textured pattern, aesthetic, or artistic mural element within its horizontal white boundaries. They can also be referred to as art crossings or creative crosswalks.” Green, Josh and Wong, Tyler (2023).</p>
<p>Dedicated Transit Lanes</p>	<p>Lanes that are designated, either physically or through signing and marking, for use by transit vehicles, distinct from general purpose lanes used by automobiles.</p>
<p>Floor area ratio (FAR)</p>	<p>The ratio of the gross floor area of a building to the area of the lot on which it is located.</p>
<p>Heat islands</p>	<p>Urbanized areas that experience higher temperatures than outlying areas. Structures such as buildings, roads, and other infrastructure absorb and re-emit the sun's heat more than natural landscapes such as forests and bodies of water</p>
<p>Housing Opportunities Commission</p>	<p>HOC of Montgomery County was established to better respond to the county's need for affordable housing. HOC is authorized to acquire, own, lease, and operate housing; to provide for the construction or renovation of housing; obtain financial assistance from any public or private source to assist its housing activities; and arrange for social services, resident services, and day care.</p>
<p>Impervious surface</p>	<p>Any surface that prevents or significantly impedes the infiltration of water into the underlying soil, including any structure, building, patio, road, sidewalk, driveway, parking surface, compacted gravel,</p>

	pavement, asphalt, concrete, stone, brick, tile, swimming pool, or artificial turf.
Infill	Infill development refers to the construction of buildings or other facilities on previously unused or underutilized land located within an existing urban–or otherwise developed–area.
Ladder crosswalk marking	See “Crosswalk markings.”
Micromobility	“Small, low-speed, human- or electric-powered transportation device[s], including bicycles, scooters, electric-assist bicycles, electric scooters (e-scooters), and other small, lightweight, wheeled conveyances.” Price, J., Blackshear, D., Blount, W. and Sandt, L. U.S. Department of Transportation Federal Highway Administration. (2021). <i>Micromobility: A Travel Mode Innovation</i> . (Publication Number: FHWA-HRT-21-003 and Issue No: Vol. 85 No. 1)
Mixed-use	A development that typically contains residential and commercial uses in the same building or within a small area. A residential building with ground floor retail is an example of mixed-use development.
Moderately Priced Dwelling Units (MPDUs)	Montgomery County's inclusionary zoning program which requires 12.5 to 15 percent of all new units in developments with 20 or more units to be affordable to moderate income households (65 to 70 percent of AMI).
Multimodal	Of and relating to multiple travel modes, such as walking, bicycling, using transit, and motor vehicles.
Naturally Occurring Affordable Housing –	Housing that is not income-restricted to occupants but due to the age and quality of the buildings are affordable to households earning below 80 percent of the Washington, D.C. metropolitan region’s area median income (AMI).

Optional Method of Development	The optional methods of development allows for higher density and greater flexibility in design in exchange for additional review scrutiny and the provision of public amenities.
Overlay Zone	Overlay zones are mapped zones that provide requirements and standards in addition to those of the underlying zone that are necessary to achieve the planning goals and objectives for development or redevelopment of an area. Overlay zones are created in areas of critical public interest and provide uniform comprehensive development regulations for an area.
Park	Publicly-owned parkland owned, operated and managed by M-NCPPC, Montgomery Parks or Maryland Department of Natural Resources.
Park Trail	Paved or unpaved trail on public parkland that is owned, managed and maintained by Montgomery Parks or Maryland Department of Natural Resources.
Parks, Recreation and Open Space Plan (PROS)	The primary planning policy document for parks and recreation in Montgomery County. Its purpose is to (1) provide the basis for park and recreation recommendations in area and park master plans and the development review process, (2) set priorities for park acquisitions, renovations, and development, (3) provide guidance on recreational facility needs for the next ten years, (4) recommend priorities for preservation and interpretation of natural and historic resources and (5) document agricultural land preservation programs and policies.
Pedestrian Level of Comfort (PLOC)	The Pedestrian Level of Comfort (PLOC) methodology captures how comfortable it is to walk and roll in different conditions in Montgomery County
Placemaking	Placemaking is the act of improving a common space to make it welcoming and attractive, so it better serves the needs of the people who use it.

Privately Owned Public Space (POPS)	Public space amenities that are often provided and maintained by a developer for public use as part of their development requirements.
Protected characteristics	Pursuant to State Government Article, §20-702, Annotated Code of Maryland, it is the policy of the State of Maryland to provide for fair housing throughout the State, to all its citizens, regardless of race, color, religion, sex, familial status, national origin, marital status, sexual orientation, gender identity, disability, or source of income. Each of these are protected characteristics. https://mccr.maryland.gov/Pages/Housing-Discrimination.aspx
Protected crossing	Specific traffic control devices that improve the safety and comfort of pedestrians and bicyclists crossing streets by reducing or eliminating conflicts, as well as increasing stopping and yielding for pedestrians and bicyclists, using measures such as traffic signals (full signals with pedestrian signals), pedestrian hybrid (HAWK) beacons, all-way stop control, or grade-separated crossings.
Public Benefits	A broad range of amenities or features that are provided through the development review process that enhance or contribute to the objectives of a zone or a master plan.
Publicly-Owned Park	Parkland owned, operated and maintained by M-NCPPC, Montgomery Parks.
Right-of-way	A strip of land intended for use by the public. A public right-of-way is occupied or intended to be occupied by a road, bikeway, sidewalk, path, or transit facility, as well as any ancillary facilities such as storm drains and stormwater management facilities. Public utilities such as electric transmission lines, telephone lines, cable TV lines, gas mains, water mains, and sanitary sewers may be permitted in the public right-of-way. A public right-of-way may be obtained by dedication as part of the development process of purchased in whole or in part by a public agency.

Sectional Map Amendment (SMA)	A Sectional Map Amendment is a comprehensive rezoning of an area of the county, usually to implement the recommendations of a master plan.
Sidepaths	Sidepaths are shared-use paths located parallel to and within the road right-of-way. They provide two-way travel routes designated for walking, biking, jogging, and skating.
Thrive Montgomery 2050	Thrive Montgomery 2050 is a general plan for the county with a 30-year horizon. It sets a vision for the county and encompasses broad, countywide policy recommendations for land use, zoning, housing, the economy, equity, transportation, parks and open space, the environment, and historic resources.
Vision Zero	A strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all.

DRAFT APPENDIX B: COMMUNITY OUTREACH AND ENGAGEMENT

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OUTREACH AND ENGAGEMENT APPENDIX

INTRODUCTION

The University Boulevard Corridor Plan (Plan) aims to transform about 3.5 miles of University Boulevard West and East (MD 193) into a pedestrian-friendly, multimodal corridor that ensures safe movement for everyone, especially pedestrians, cyclists, and those using mobility aids. This vision aligns with *Thrive Montgomery 2050* (Thrive), which promotes the development of a safe, comfortable, and attractive network for walking, biking, and rolling, along with a frequent, convenient, reliable, and accessible transit system along growth corridors, including University Boulevard.

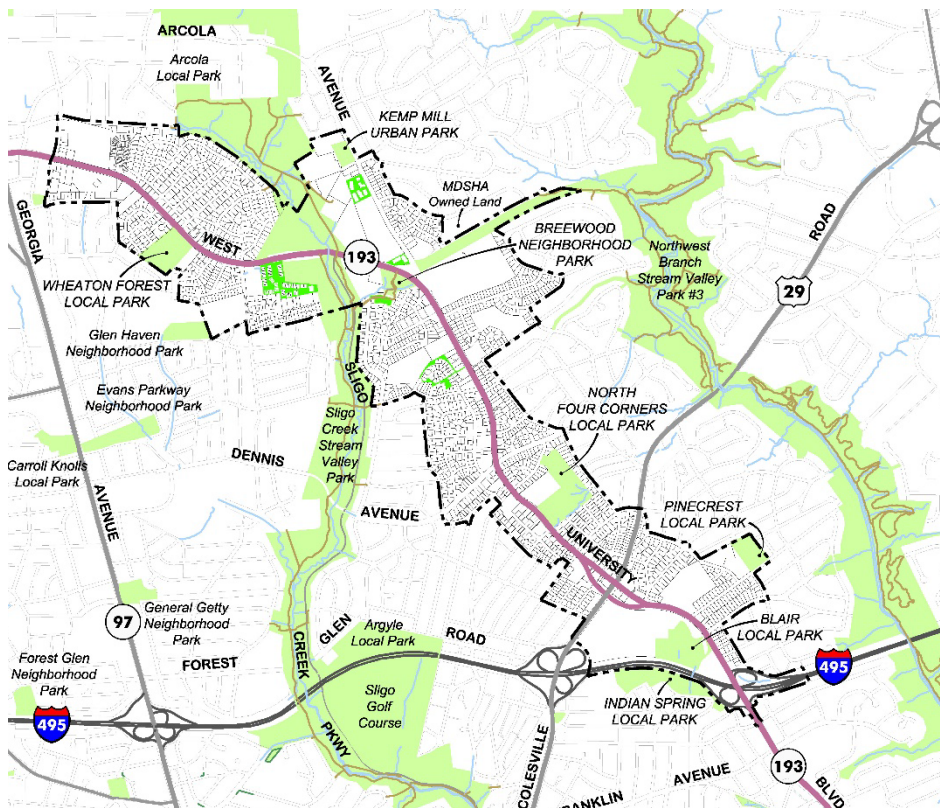


Figure 1: University Boulevard Corridor Plan Map

The Plan also envisions a more compact, corridor-focused land use pattern, concentrating future development along University Boulevard and near five planned bus rapid transit (BRT) stations. This Plan is one of the first plans to address corridor-focused growth since the Montgomery County Council adopted *Thrive Montgomery 2050*.

It supports higher-density, predominantly residential development with various building types between planned BRT stations and higher-density, mixed-use development near planned stations. To achieve this vision, the Plan recommends the Commercial Residential Neighborhood (CRN) Zone for blocks fronting University Boulevard and retains most existing detached residential properties as detached residential zones. New infill development is suggested for religious institutional properties via the Commercial Residential Town (CRT) Zone, with more intense mixed-use development for commercial areas like Four Corners, Kemp Mill Shopping Center, and Amherst Avenue.

Public infrastructure investments, particularly the future BRT along University Boulevard, will offer new mobility options for residents and employees. New sidewalks, bikeways, and protected crossings will enhance the walking and biking environment, contributing to the county’s Vision Zero policy. Landscaped buffers, an enhanced tree canopy, shaded transit stations, and improved stormwater management will support climate resilience and the county’s Climate Action Plan.

DEMOGRAPHICS

The boundary for the University Boulevard Corridor Plan is linear, spanning roughly a three-mile stretch of University Boulevard (MD 193) from I-495, to Amherst Avenue in Wheaton. It includes diverse residential, commercial, and institutional areas along both sides of the corridor.

The Plan area’s demographic profile includes a mature age distribution, diverse racial and ethnic makeup, evolving household dynamics, varied economic standing, and a broad range of educational backgrounds. Approximately 9,733 residents live in the Plan area, with a median age of 40.2 years, close to the county’s median age of 40.1. There are over 3,500 residential households in the Plan area, with about 68% homeownership, compared to the county’s rate of 65.3%.

Planning staff adopted an inclusive approach to community engagement. This broad engagement ensured that a diverse range of perspectives informed the Plan, recognizing that the Plan area’s success depends on contributions from stakeholders throughout the broader region.

APPROACH TO ENGAGEMENT

The University Boulevard Corridor Plan establishes a vision for the future with recommendations aimed at shaping growth, enhancing mobility, and fostering community well-being. A robust and inclusive engagement strategy was central to its development. Planning staff prioritized meeting people where they are—physically, within the community, and through accessible informational channels—ensuring a broad and representative range of voices influenced the Plan.

Physically

Recognizing that conventional engagement methods can exclude residents with limited time or transportation options, the University Boulevard Corridor Plan outreach utilized a variety of in-person and digital tactics. On-the-ground efforts included bus-stop interactions, riding the Washington Metropolitan Area Transit Authority’s C2 and C4 Metrobuses, and neighborhood canvassing. Everyday Canvassing, an outreach and canvassing consultant, supported door-to-door outreach, engaging over 1,000 households, and facilitating more than 230 in-depth conversations. Pop-up events at key community locations, including North Four Corners Local Park, further expanded the Plan’s reach.

In the Community

Engaging with residents where they felt most comfortable was integral to the outreach process. Partnerships with local organizations, civic associations, and community institutions created trusted

environments for open dialogue. Events such as the Wheaton Arts Parade, Montgomery County Greenfest, and various civic association meetings enabled community members to share their perspectives in familiar and welcoming settings. Special outreach sessions included Spanish-language community meetings and radio interviews, ensuring that linguistically diverse groups were meaningfully included.

Informationally

Understanding that stakeholders have varying levels of familiarity with planning processes, staff worked to simplify and clarify complex information. Bilingual materials were distributed widely through mailers, flyers, and postcards—reaching thousands of households. Virtual and in-person community meetings offered opportunities for real-time dialogue, while interactive online tools such as feedback maps, questionnaires, and an ArcHub zoning platform enabled continuous engagement. Social media campaigns, e-letters, and press releases ensured ongoing communication throughout the planning process.

This comprehensive approach strengthened community participation, ensuring that the University Boulevard Corridor Plan reflects the lived experiences, needs, and aspirations of its diverse stakeholders.

OUTREACH AND ENGAGEMENT STRATEGIES

Community engagement efforts for the University Boulevard Corridor Plan began in Fall 2022 and continued through Winter 2025. Planning staff used a wide range of strategies to meet people where they were, ensuring diverse participation throughout the process. Engagement opportunities were designed to be accessible, inclusive, and available in multiple formats. These strategies are summarized below and discussed in greater detail in the remainder of this report:

- **Pop-up Events:** Planning staff held pop-up events at high-traffic locations such as bus stops, community festivals like the Wheaton Arts Parade, and local parks. These events allowed for casual, on-the-spot conversations with community members.
- **Door-to-Door Canvassing:** In partnership with Everyday Canvassing (EDC), Planning staff conducted door-to-door outreach, focusing on multifamily buildings and apartment complexes. They knocked on over 1,000 doors and facilitated more than 230 detailed conversations with residents.
- **Community Meetings and Workshops:** A series of in-person and virtual community meetings were held at local schools, libraries, and the Maryland National Capital Park and Planning Commission (M-NCPPC) Wheaton Headquarters. Special Spanish-language meetings ensured linguistic inclusivity.
- **Co-hosted Meetings with Community Organizations:** Planning staff partnered with civic associations, local nonprofits, and neighborhood organizations to co-host meetings and events. This helped build trust and ensured that residents were engaged through familiar, community-based platforms.

- **Online Engagement Tools:** An interactive ArcHub website allowed community members to suggest improvements related to bike routes, sidewalks, and land use. Online questionnaires and surveys also collected valuable community feedback.
- **Multilingual Media Outreach:** Bilingual mailers, social media updates, and radio interviews on platforms like Radio WILC 900AM reached a broader audience and provided consistent project updates.

This multi-pronged approach ensured that a wide range of community perspectives informed the development of the University Boulevard Corridor Plan. Below is a comprehensive list of all the outreach and engagement events since November 2022.

IN-PERSON AND VIRTUAL COMMUNITY MEETINGS AND WORKSHOPS

Staff conducted meetings, events, and workshops in ten different locations in and around the Plan area.

November 2022

1. 11/2/22 – Open House held at Montgomery Blair High School
2. 11/7/22 – Virtual Open House held online

March 2023

3. 3/8/23 - Community Meeting at Northwood High School
4. 3/14/23 - Virtual Community Meeting held online

April and May 2023

5. 4/26/23 - Community Meeting at Montgomery Blair High School
6. 5/3/23 – Virtual Community Meeting held online
7. 5/17/23 – Community Meeting at M-NCPPC Wheaton Headquarters
8. 5/24/23 – Virtual Community Meeting held online

June 2023

9. 6/10/23 – Spanish Community Meeting at M-NCPPC Wheaton Headquarters
10. 6/28/23 – Virtual Community Meeting held online

May 2024

11. 5/7/24 - Community Meeting at Montgomery Blair High School.
12. 5/14/24 – Virtual Community Meeting held online
13. 5/22/24 – Community Meeting at Forest Knolls Elementary School
14. 5/28/24 – Virtual Community Meeting held online

September and October 2024

15. 9/25/24 – Community Meeting at Forest Knolls Elementary School
16. 10/15/24 – Community Meeting at Montgomery Blair High School
17. 10/22/24 – Community Meeting at Meeting at M-NCPPC Wheaton Headquarters
18. 10/30/24 – Virtual Community Meeting held online

January 2025

19. Virtual Community Meeting in Spanish held online

NEIGHBORHOOD ASSOCIATIONS MEETINGS, EVENTS, AND FESTIVALS

September 2022

1. 9/25/22 – Wheaton Arts Parade held at Marian Fryer Town Plaza

December 2022

2. 12/8/22 – Sligo Woods Civic Association meeting at Sligo-Dennis Avenue Park Activity Building
3. 12/13/22 – Kemp Mill Civic Association meeting held online

January 2023

4. 1/11/23 – Montgomery County Commission on People with Disabilities meeting
5. 1/25/23 – University Towers Board Meeting

February 2023

6. 2/22/23 – County Councilmember Natali Fani-Gonzalez’s Townhall

April 2023

7. 4/12/23 – Northwood Four Corners Civic Association meeting at Forest Knolls Elementary School
8. 4/23/23 – Montgomery County Greenfest at Marian Fryer Town Plaza

May 2023

9. 5/2/23 – Inwood House Meeting at Inwood House, University Boulevard
10. 5/4/23 – Acoustics and Ales at North Four Corners Local Park

July 2023

11. 7/12/2023 – Shakespeare in the Park at North Four Corners Local Park
12. 7/18/2023 – Environmental Issues Meeting Wheaton Forest Local Park

October 2023

13. 10/6/23– Blair High School Newspaper (Silver Chips) interview and [article](#)
14. 10/15/23 – Wheaton Arts Parade held at Marian Fryer Town Plaza

May 2024

15. 5/4/24 – Sligo Creek Fest

June 2024

16. 6/12/24–Northwood-Four Corners Civic Association Meeting

September 2024

17. 9/29/24–Wheaton Arts Parade held at Marian Fryer Town Plaza

December 2024

18. 12/4/24 – Meeting with Community Civic group at M-NCPPC Wheaton Headquarters

POP-UP EVENTS

1. 6/15/23 – Pop-ups at Northwood High School
2. 10/2/24 – Pop-up at Bus Stop in front of Inwood House

CANVASSING

March and April 2023

1. 3/1/23 – Business Outreach in Four Corners at Four Corners Businesses (March & April 2023)
2. 4/1/23 – Everyday Canvassing at Warwick Apartments, Pomander Court, Rocky Mountain Way, Pebble Run Drive, King George Drive, Amherst Square and Gardens (April & May 2023)

June 2023

3. 6/21/23– Plan team gathered community feedback on Metro buses, distributing flyers and interacting.

SPANISH LANGUAGE DIRECT ENGAGEMENT

April 13, 2023: Montgomery al Día & En Sintonía con el Concejo del Condado de Montgomery [Interview](#) on Radio WILC 900AM & YouTube

June 10, 2023: In-Person Spanish Language Community Meeting

November 21, 2024: Montgomery al Día & En Sintonía con el Concejo del Condado de Montgomery [Interview](#) on Radio WILC 900AM & YouTube

January 10, 2025: Montgomery al Día & En Sintonía con el Concejo del Condado de Montgomery [Interview](#) on Radio WILC 900AM & YouTube

January 15, 2025: Virtual Community Meeting in Spanish held online

PRINT MEDIA

September 2022

1. ~400 mailers sent to corridor facing properties, Multifamily building management, and institutional properties for plan commencement and upcoming open house

February 2023

2. ~1100 bilingual mailers (English and Spanish) sent to multifamily residences for March 2023 community meetings

May 2023

3. ~1100 bilingual mailers (English and Spanish) sent to multifamily residences for May 2023 community meetings

April 2024

4. ~3700 bilingual postcards mailed for May 2024 emerging ideas meetings

October 2024

5. ~3700 bilingual postcards mailed for October 2024 preliminary recommendations meetings

December 2024 and January 2025

6. ~600 bilingual mailers (English and Spanish) sent to single-family residences and property owner addresses to inform of potential zoning changes.

ELECTRONIC MEDIA

Website, e-letters, press releases, social media, QR codes

ONLINE TOOLS

Initial ArcHub feedback map

Questionnaire

ArcHub interactive zoning recommendation map

FEEDBACK RECEIVED

FEEDBACK RECEIVED VIA ARCHUB FEEDBACK MAP

Some of the areas of specific concerns are highlighted in the map below (see figure 2).

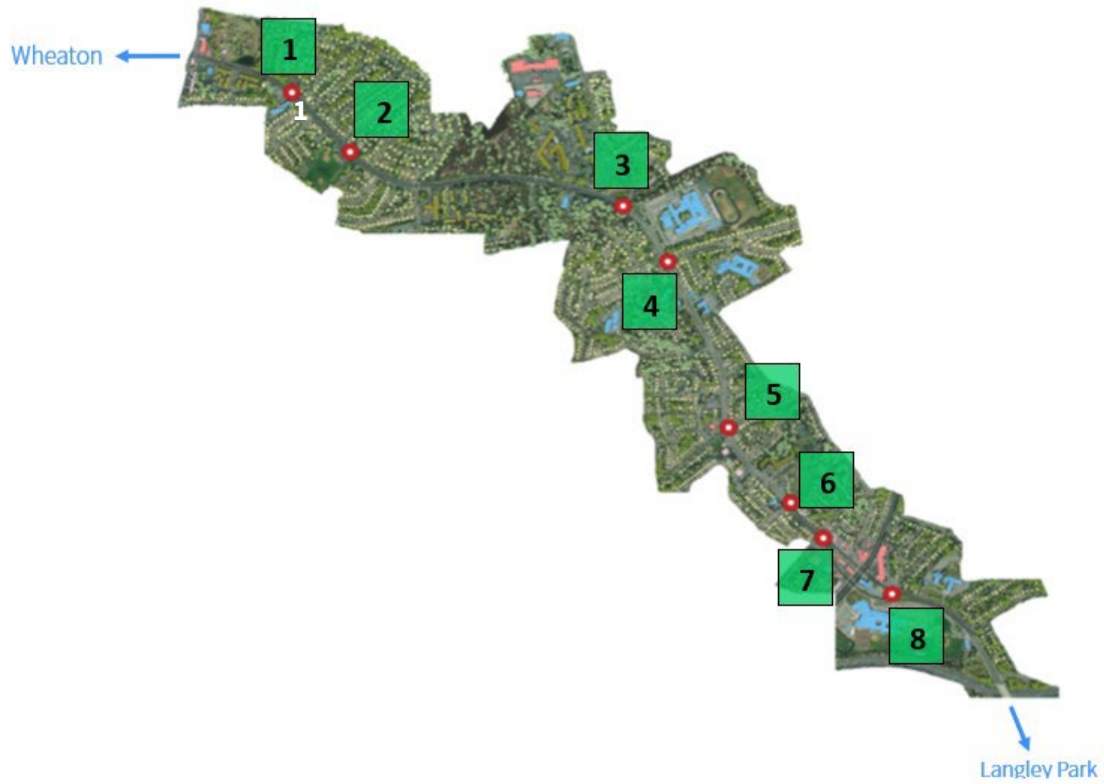


Figure 2: University Boulevard Specific Areas of Concern

Residents highlighted specific concerns for locations on and around the corridor, including the following.

1. University Blvd. & Reddie Dr.

- **Concerns about HAWK Beacon Implementation:** The current implementation of the HAWK beacon at this intersection is problematic.
- **Traffic Law Violations:** Drivers frequently run lights and speed, disregarding traffic laws at this intersection.
- **Crosswalk Spacing:** Crosswalks on this stretch of University Blvd. are spaced too far apart, encouraging unsafe pedestrian crossings.

2. University Blvd. & Easecrest Dr.

- **Pedestrian Crossing Infrastructure:** There is a need for better pedestrian crossing infrastructure to ensure safe access to Wheaton Forest Local Park.
- **Poor Lighting:** The stretch of roadway is poorly lit at night, posing safety concerns.
- **Signal Installation:** Residents have expressed interest in installing a signal at the intersection.

3. University Blvd. & Arcola Ave.

- **Traffic Congestion:** There are concerns about traffic congestion between Arcola Ave. and Caddington Ave.
- **Northwood High School Pickup/Dropoff:** The pickup and dropoff for Northwood High School are occurring in the curb lane, causing additional congestion.
- **Sidewalk Width:** Wider sidewalks are needed on this stretch to accommodate student pedestrians.
- **Traffic Calming:** Traffic calming improvements are necessary to enhance safety.

4. University Blvd. & Caddington Ave.

- **Pedestrian Safety:** There are significant safety concerns for pedestrians, particularly Northwood High School students.
- **Speeding Traffic:** There are ongoing issues with speeding vehicular traffic at this intersection.
- **Bus Stop Conditions:** Improvements are requested for the conditions of the bus stops in this area.

5. University Blvd. & Dennis Ave.

- **Traffic Calming:** There is a need for traffic calming measures on Dennis Ave.
- **Pedestrian Safety:** There are significant pedestrian safety concerns at this intersection.

- **Sidewalk Improvements:** Wider sidewalks and/or a buffer from traffic on University Blvd. are necessary to enhance pedestrian safety.

6. University Blvd. & Brunett Dr.

- **Street Crossing Improvements:** Enhanced street crossing is needed for safe access to North Four Corners Park.
- **Intersection Safety:** This intersection is dangerous for both vehicles and pedestrians, with many suggesting the installation of a signal.
- **Vehicular Collisions:** There is a high rate of vehicular collisions along this corridor.
- **Marked Crossing:** There is a marked crossing at Brunett Dr. / North Four Corners Park, but it is not a protected crossing and relies on drivers to yield to pedestrians.

7. University Blvd. & Lorain Ave.

- **Intersection Safety:** Concerns have been raised about the safety of this intersection for both pedestrians and vehicles.
- **Crosswalk and Signal:** There is interest in installing a marked crosswalk and/or a traffic signal at this intersection.
- **Infrastructure for Other Modes of Transportation:** Residents have expressed a desire for safer infrastructure to support other modes of transportation, allowing them to access services in Four Corners without needing to drive.

8. University Blvd. & Lexington Dr.

- **Jughandle Confusion:** There is confusion regarding the use of jughandles and traffic flow in this area.
- **Neighborhood Traffic:** Frequent traffic cuts through neighborhoods to avoid congestion on US-29 and University Blvd.
- **Pedestrian Safety:** There are significant pedestrian safety concerns at this intersection.

QUESTIONNAIRE FEEDBACK

The questionnaire was a vital piece of the outreach process. It was designed to gather input from community members about their demographics, neighborhoods, transportation habits, and their use of facilities. The questionnaire provided an opportunity for residents to share insights that informed planning recommendations.

Although the questionnaire was not the primary source of data collection, it provided the staff with valuable insights. These insights included information about the neighborhoods respondents came from, the frequency of their bus or metro usage, and the challenges they faced as pedestrians. The questionnaire received a total of 166 responses.

Questions primarily focused on issues related to access and mobility around the corridor (see Questionnaire in Attachments). The questions addressed the frequency of transit usage as well as the quality of transit and pedestrian infrastructure. Respondent neighborhoods in and around the plan area also helped identify specific local issues. This information was crucial in understanding the unique needs and concerns of different communities.

Staff collected responses both online and in-person (on printed questionnaires). The combination of digital and physical collection methods ensured a diverse range of participants and a more comprehensive understanding of the issues at hand.

Respondent Demographics

As seen in Figure 3, 53% of the questionnaire respondents identified as female and 39% identified as male, 2% of the respondents identified as neither male or female and 6% chose not to provide an answer.

Table 1 represents the age distribution of the questionnaire respondents. The largest group aged 35-44 makes up 27% of the individuals, followed by the 65 and Over age group at nearly 21%. The overall response shows strong representation from older demographics. Youth and young adults represented a relatively small percentage of respondents.

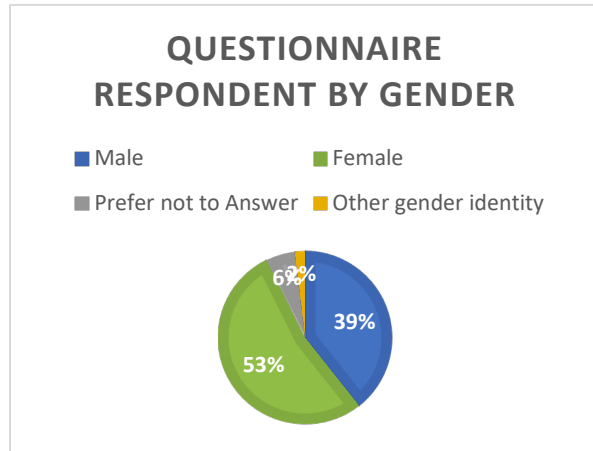


Figure 3: Respondent Gender

Age	Number	Percent
Under 18	6	3.6%
18-24	5	3.0%
25-34	15	9.1%
35-44	44	26.7%
45-54	26	15.8%
55-64	22	13.3%
65 and over	35	21.2%
Blank	12	7.3%
Total	165	100%

Table 1: Age Distribution of Questionnaire Respondents

Pedestrian Crossings

Figure 5 illustrates how frequently respondents cross University Boulevard for facilities or amenities. The largest group, 31.1% of respondents, crosses University Boulevard three times a week, indicating significant regular usage, while a smaller percent crosses only once a month. The data highlights a mix of regular and occasional usage suggesting opportunities for improvement pedestrian access and safety.

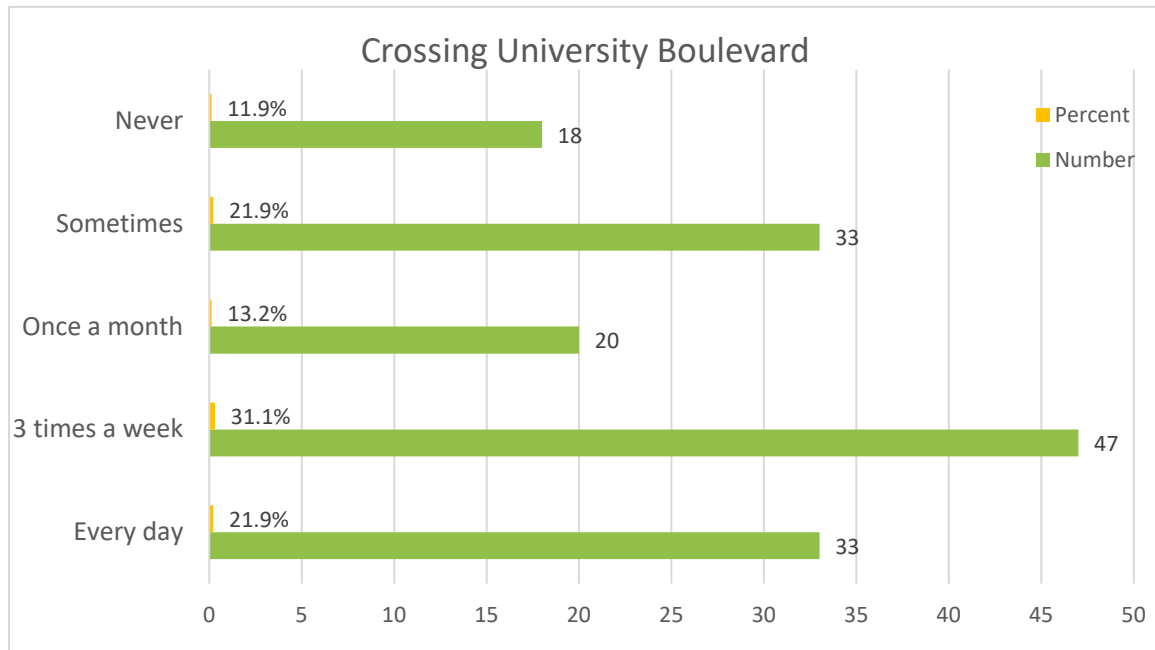


Figure 4: University Boulevard Crossings

Bus Usage

Table 2 provides a summary of respondent's bus use along University Boulevard, which often requires crossing University Boulevard to access bus stops at either the beginning or end of the trip.

Table 2: Bus Usage

	Every Day	3x per week	Once per month	Sometimes	Never
Every Day	6	1	0	2	0
3x per week	4	9	1	1	0
Once per month	2	6	4	1	0
Sometimes	9	17	6	17	6
Never	12	14	9	12	12

Total	33	47	20	33	18
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These patterns suggest that frequent bus users are also frequent crossers, as expected, highlighting a need to improve pedestrian access for transit riders who rely on both transit as well as pedestrian infrastructure.

Bus usage was also significantly higher as a group among people 65 and older, as shown in Figure 5, and the only group with a higher bus usage were between the ages of 45 to 54.

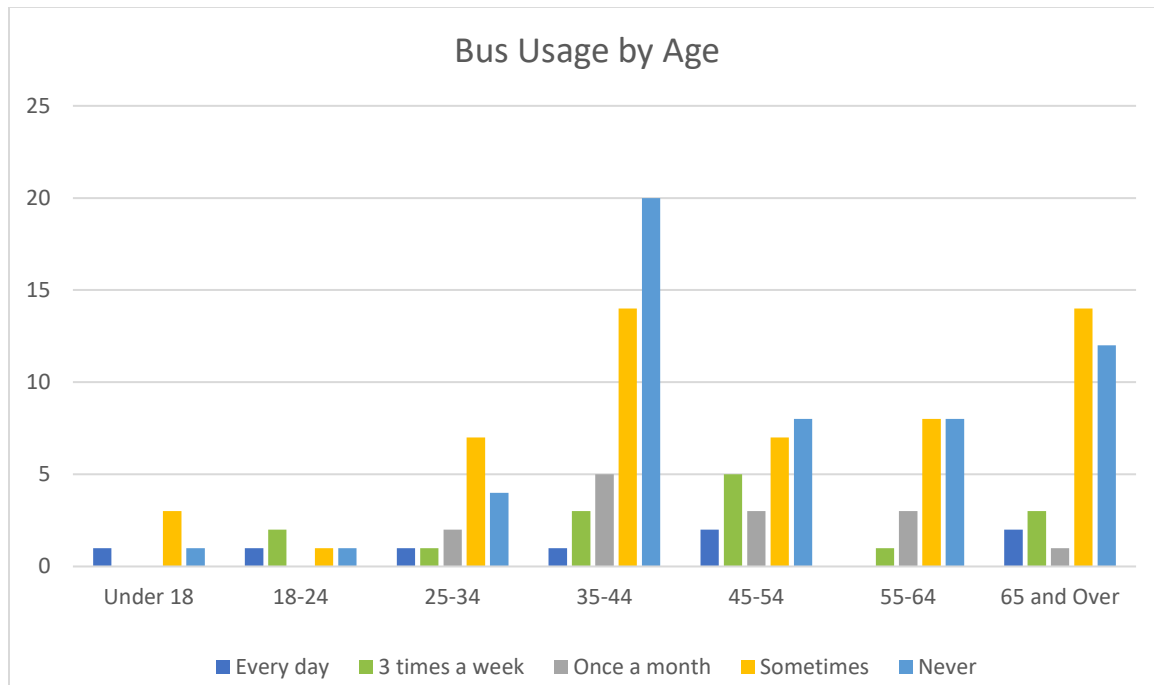


Figure 5: Bus Usage by Age

EVERYDAY CANVASSING OUTREACH

With the goal of specifically capturing the wants and needs of people traditionally underrepresented in the planning process, including lower-income renters, Planning staff worked with Everyday Canvassing (EDC), a local nonprofit that aims to learn and record people’s stories and connect them with activism and services. EDC reached out to the management of several multifamily housing complexes in and around the Plan area and gained access for a team of planners and volunteer canvassers to knock on about 1,000 individual doors. This allowed Planning staff to hear the personal challenges, perspectives, and needs of many people who reside in the Plan Area but who likely would

not have participated in other engagement methods.

Planning staff and EDC staff visited the following locations in the Plan area, and engaged in over 250 conversations in six languages:

- Warwick Apartments
- Pomander Court
- Rocky Mountain Way
- Pebble Run Drive
- King George Drive
- Amherst Square and Gardens
- Arcola Towers

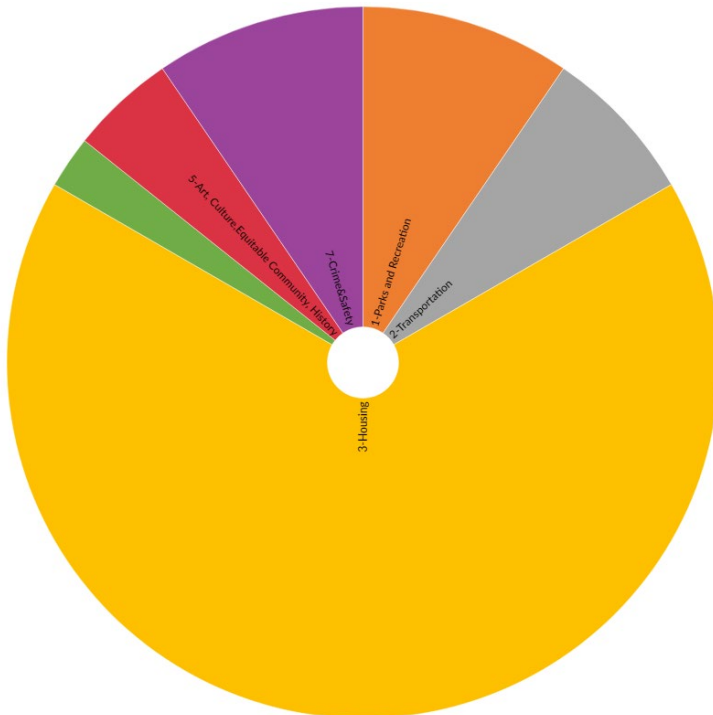


Figure 6: Housing issues dominated the conversations in canvassing efforts, unlike overall dominance of transportation issues in other community outreach.

QUALITATIVE ANALYSIS OF FEEDBACK RECEIVED

QUALITATIVE ANALYSIS – PROCESS

Qualitative Data Analysis Process

Effective community engagement goes beyond collecting data—it requires meaningful analysis to uncover insights that inform decision-making. In developing the University Boulevard Corridor Plan, qualitative data analysis (QDA) played a central role in translating community voices into actionable themes and recommendations. This systematic approach ensured that the diverse perspectives gathered from various engagement methods shaped the Plan in a balanced and inclusive way.

What is Qualitative Data Analysis (QDA)?

QDA is the process of interpreting and making sense of textual or narrative data to uncover patterns of meaning within human experiences. For instance, anthropologists use QDA to explore cultural

practices, social structures, and lived experiences by examining behaviors, beliefs, and relationships within specific contexts. The goal is not just to catalog responses but to interpret their significance, understanding how individuals experience and assign meaning to the world around them.

QDA involves several core methods:

- **Coding:** Breaking down data into smaller segments and assigning labels to identify common themes or concepts.
- **Thematic Analysis:** Grouping related codes to identify overarching themes that reflect shared cultural understandings.
- **Contextual Interpretation:** Analyzing themes within broader contexts to grasp deeper meanings.

By using these principles, the University Boulevard Corridor Plan team was able to understand community feedback not just as isolated comments but as expressions of shared experiences and concerns.

Data Collection Overview

To gather feedback, Planning staff partnered with Everyday Canvassing (EDC) and conducted extensive outreach. As discussed previously, Planning and EDC staff knocked on over 1,000 doors and logged 239 one-on-one conversations across six languages. In parallel, an interactive website allowed residents to share comments on bike routes, sidewalks, and transportation needs. Additionally, 166 questionnaire responses and over 2,454 mailers contributed to the feedback pool. Together, these

efforts generated over 24,000 words of qualitative data for analysis.

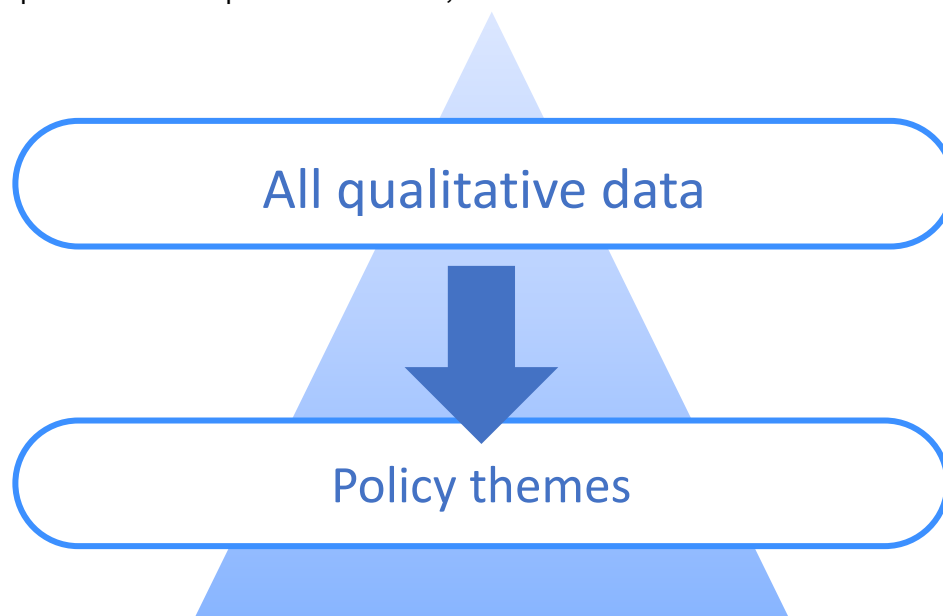


Figure 7: Coding textual data to policy themes.

Qualitative Analysis Process

The QDA process involved several key steps, ensuring that every piece of feedback was carefully considered:

1. Data Preparation

All text-based

feedback from surveys, online comments, and canvassing conversations was compiled into a central database. Each entry was organized by source and tagged with demographic information if available, enabling context-specific analysis.

2. Coding and Theme Development

Using NVivo, a powerful qualitative data analysis software, the team began coding the data. Coding involves labeling sections of text with descriptive tags or themes that capture the essence of the feedback. Each piece of feedback was reviewed line by line, with multiple codes applied when appropriate to reflect overlapping themes. This multi-layered coding process ensured that each perspective was fully represented, creating a comprehensive understanding of community concerns.

3. Pattern Recognition and Insight Generation

As coding progressed, common patterns and recurring themes emerged. NVivo's analysis tools helped the team visualize the frequency and co-occurrence of themes, highlighting the community's most pressing issues.

Why Qualitative Analysis Matters

Quantitative data—numbers and percentages—provides valuable metrics, but it often lacks the depth needed to understand the “why” behind community opinions. QDA addresses this gap by capturing human experiences, motivations, and concerns. It ensures that planning decisions reflect the full range of community voices, not just the most vocal or visible opinions.

By applying a rigorous and transparent analysis process, Montgomery Planning minimized bias and amplified underrepresented perspectives. Every insight derived from the data feeds directly into the development of the University Boulevard Corridor Plan, ensuring that it aligns with the community's lived experiences and aspirations.

KEY TAKEAWAYS

Community Feedback Takeaways: University Boulevard Corridor Plan

The University Boulevard Corridor Plan engaged the community through extensive outreach, including over 1,000 canvassed households, 239 in-depth conversations, 166 questionnaire responses, and staff notes of many in-person and online conversations. These efforts yielded more than 24,000 words of text analyzed through qualitative data analysis, providing valuable insights on community needs and priorities.

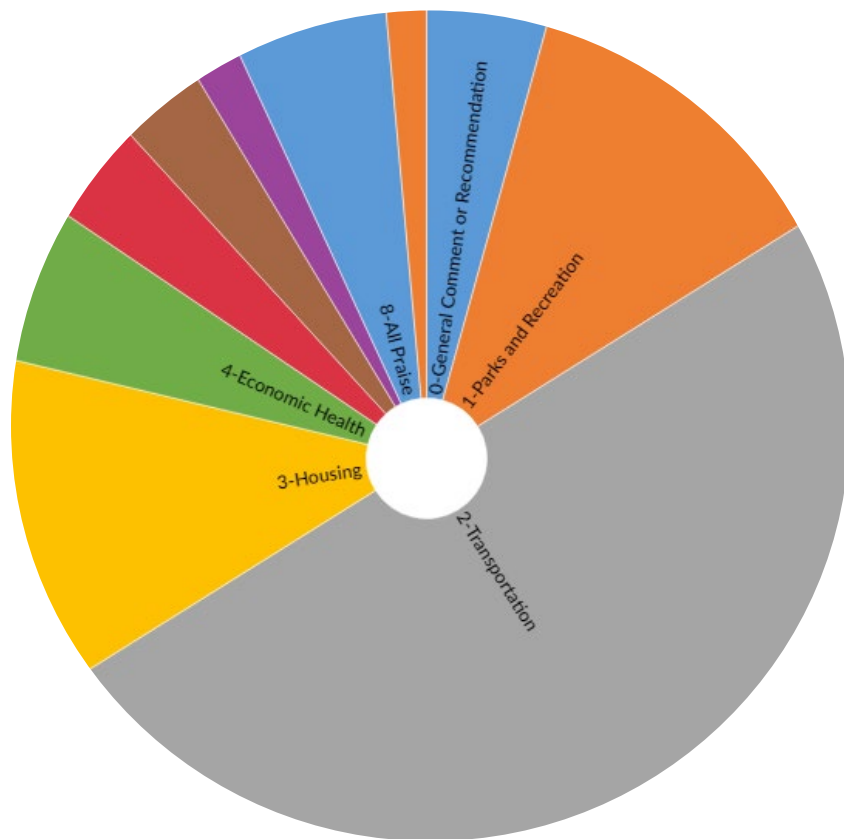


Figure 8: Dominant Themes in Qualitative Analysis

Transportation emerged as the dominant theme in our community conversations. This focus was partly due to the initiation of the Plan in 2022, coinciding with the Maryland Department of Transportation State Highway Administration's pilot bike lanes on University Boulevard. However, transportation themes prevailed overall, as University Boulevard is a significant feature in the community. Within transportation, concerns about the need for a better pedestrian environment and improved biking infrastructure were prominent. Additionally, the community expressed concerns about public transit,

as well as concerns with neighborhood traffic.

Most housing-related conversations occurred during outreach through Everyday Canvassing, as well as following the release of the Plan's emerging ideas. Discussions centered on housing affordability, availability, and density, and expressed concern with the compatibility of higher density housing with the context of existing neighborhoods. However, respondents also highlighted the importance of apartment sanitation and quality.

Parks and Recreation was another dominant theme, with community members praising the quality of parks, particularly Sligo Creek Park. There were overlapping concerns with transportation, especially regarding accessibility to parks. These concerns were notably emphasized by residents of Inwood House, many of whom use wheelchairs.

Summarized below are some of the key takeaways organized around the following planning policy themes: Land Use, Housing, Parks, Environment, Transportation, Community Facilities, and Historic Resources.

1. Land Use

Key Themes:

- **Mixed-Use Development Demand:** Residents expressed a desire for mixed-use developments that combine residential, retail, and community spaces to enhance vibrancy and walkability.
- **Zoning:** The Plan recommends rezoning corridor-fronting residential blocks to the Commercial Residential Neighborhood (CRN) Zone to promote sustainable development patterns, provide housing options, and support transportation safety enhancements in the Plan area. Community members have expressed concern with the extent of the CRN zoning recommendations, and the potential for changes to neighborhood density and tree canopy with infill and redevelopment. Community members have also expressed a desire for transitions in height from University Boulevard to the existing residential neighborhoods adjacent to the corridor.
- **Local Business Support:** The community values local businesses and wants to ensure they are preserved and integrated into future developments.
- **Public Space Activation:** Many comments emphasized the need for more public gathering areas like plazas and community centers, creating opportunities for social interaction and community events.

Quote:

"We need more neighborhood-friendly commercial centers that allow people to shop, dine, and gather closer to home."

2. Housing

Key Themes:

- **Affordability and Availability:** A recurring concern was the availability of affordable housing, with many residents urging the county to prevent displacement as redevelopment occurs.
- **Quality and Maintenance:** Reports of substandard housing conditions, including pest infestations and maintenance issues, were common, highlighting the need for improved housing quality enforcement.
- **Housing Diversity:** Calls for a broader range of housing types, including senior housing, townhomes, and affordable apartments, were frequently mentioned.

Quote:

"Please improve housing standards and make rents more affordable so families can stay in the area without being priced out."

3. Parks

Key Themes:

- **Access and Connectivity:** Improved pedestrian and biking access to parks such as Sligo Creek Park was a top priority for many residents.
- **Park Improvements:** Requests included better park maintenance, more lighting, and expanded recreational facilities such as playgrounds and sports courts.
- **Nature Preservation:** Community members emphasized the importance of preserving existing green spaces amid urban growth.

Quote:

"Sligo Creek Park is such a great resource, but we need safer pedestrian crossings to access it more easily."

4. Environment

Key Themes:

- **Stormwater Management:** Many residents expressed concerns about flooding and stormwater runoff, emphasizing the need for sustainable infrastructure upgrades.
- **Tree Canopy Preservation:** Protecting the tree canopy and planting more trees were frequently mentioned as ways to combat urban heat effects.
- **Sustainability Initiatives:** Requests included energy-efficient development, green roofs, and solar power incentives.

Quote:

"Add more trees and improve stormwater management to prevent flooding and reduce heat buildup in the summer."

5. Transportation

Key Themes:

- **Pedestrian Safety:** The most frequently raised concern was pedestrian safety, with requests for safer crosswalks, better street lighting, and wider sidewalks.
- **Traffic Calming Measures:** Residents called for speed enforcement, traffic calming devices, and better traffic signal coordination to reduce accidents.
- **Public Transit Improvements:** Suggestions included more frequent bus service, real-time bus arrival displays, and well-lit bus stops with shelters.
- **Biking Infrastructure:** Dedicated bike lanes and protected bike paths were repeatedly requested to ensure safer bicycling along the corridor.
- **Neighborhood Traffic:** Residents expressed concerns about the volume of traffic as well as behavior and safety issues with through traffic using neighborhood streets to bypass signalized intersections.

Quote:

"We need more pedestrian crossings and traffic lights to slow down speeding cars on University Boulevard."

6. Community Facilities

Key Themes:

- **Educational Facilities:** Improved access to schools and expanded educational programs were highlighted as community priorities.
- **Recreational Facilities:** Requests for indoor recreation centers and senior activity spaces were common.

- **Health Services Access:** Several residents expressed a need for more accessible healthcare facilities and wellness centers within the corridor.

Quote:

"We need more indoor community spaces where kids can play, and seniors can gather year-round."

7. Historic Resources

Key Themes:

- **Preservation of Historic Sites:** Community members want existing historic sites preserved and incorporated into new developments.
- **Cultural Recognition:** Calls for celebrating the cultural history of the corridor through public art and educational signage were frequently raised.

Quote:

"Historic sites should be preserved and celebrated as part of the area's unique character."

These takeaways reflect a diverse set of community priorities aimed at creating a safer, more inclusive, and environmentally sustainable University Boulevard Corridor. They inform the recommendations of the Plan, ensuring that community aspirations are translated into actionable strategies.

HOW OUTREACH AND ENGAGEMENT INFORMED PLAN RECOMMENDATIONS

How Community Feedback Informed the University Boulevard Corridor Plan Recommendations

The University Boulevard Corridor Plan emerged from an in-depth community engagement process that gathered input from residents, businesses, and organizations. This feedback directly shaped the Plan's recommendations on land use, housing, transportation, the environment, and community facilities. Below is a detailed explanation of how community insights were incorporated into the Plan.

1. Land Use

Community Feedback Insight:

Residents expressed a strong preference for mixed-use development that includes residential, retail, and community gathering spaces. They also wanted local businesses preserved and more welcoming public spaces created. As noted above, community members also expressed concern with the zoning recommendations for blocks fronting University Boulevard, specifically the potential for changes to neighborhood density and tree canopy with infill development and redevelopment, as well as concerns with transitions in height.

How It Informed Recommendations:

The Plan proposes rezoning corridor-fronting residential blocks to the Commercial Residential Neighborhood (CRN) Zone, and institutional properties, such as properties used for religious assembly, and single-use commercial shopping centers to the Commercial Residential Town (CRT) Zone to promote sustainable development patterns, provide housing options, and support

transportation safety enhancements in the Plan area. These recommendations seek to address the desire for additional housing options, encourage limited retail and neighborhood-serving uses at strategic locations along the corridor, and provide greater opportunities for mixed-use development at existing commercial centers. Planning staff will continue to work with the Planning Board through the public hearing and work sessions for the Plan, as well as the proposed overlay zone, to mitigate concerns related to neighborhood context and height compatibility.

2. Housing

Community Feedback Insight:

Affordable housing, housing variety, and protection from displacement were consistent concerns. Residents requested housing suitable for seniors, families, and individuals with diverse income levels.

How It Informed Recommendations:

The Plan includes zoning changes to create opportunities for diverse housing types, including townhomes, apartments, and senior housing. Properties near BRT stations and larger commercial properties are designated for potential redevelopment with a focus on infill housing. Importantly, zoning rules ensure that new developments transition gradually in height, massing, and scale to blend development at the edge of the Commercial Residential Neighborhood Zones with nearby residential areas in the existing R-60 and R-90 Zones.

3. Transportation

Community Feedback Insight:

Pedestrian safety, better bike lanes, and improved transit services emerged as major priorities. Specific complaints included dangerous intersections, lack of crosswalks, speeding cars, and insufficient public transit infrastructure.

How It Informed Recommendations:

The plan addresses transportation concerns by recommending:

- **Dedicated Transit Lanes:** Adding transit-only lanes along University Boulevard and Colesville Road to improve bus reliability.
- **Traffic Calming:** Reducing the number of vehicular lanes and narrowing intersections to slow traffic.
- **Pedestrian Crossings:** Installing protected pedestrian crossings and new crosswalks at critical intersections.
- **Biking and Walking Paths:** Creating a network of comfortable, low-stress bikeways and walkways connected to transit stops.
- **Neighborhood Traffic:** More protected pedestrian crossings, signalized intersections, Leading Pedestrian Intervals, and “No Right Turn on Red” restrictions at signalized intersections as well as other traffic calming measures like curb extensions, reduced curb radii, striped on-street parking lanes, and speed humps or speed tables on neighborhood streets can help to discourage neighborhood “cut-through” traffic, manage neighborhood traffic speeds, and

reinforce University Boulevard and Colesville Road as the most convenient routes for longer-distance vehicular travel through the Plan Area.

4. Environment

Community Feedback Insight:

Concerns about urban heat, flooding, stormwater management, and insufficient tree canopy were frequently raised. Residents advocated for more shaded areas, greener streets, and sustainable development practices.

How It Informed Recommendations:

The plan emphasizes environmental sustainability through:

- **Tree Canopy Expansion:** Increasing native tree planting along streets and in parks.
- **Climate-Resilient Design:** Incorporating shaded bus stops, landscaped buffers, and stormwater management systems to reduce flooding.
- **Energy Efficiency:** Encouraging net-zero building designs with energy-efficient technologies and on-site renewable energy generation.

5. Community Facilities

Community Feedback Insight:

Residents called for more indoor and outdoor recreational facilities, healthcare services, and community centers. Improved park access and better park maintenance were also frequently requested.

How It Informed Recommendations:

The Plan supports the development of multi-functional community spaces as part of future mixed-use projects. It also includes recommendations to improve connections to parks such as the Northwood Chesapeake Bay Trail and to enhance park amenities through expanded facilities, better lighting, and safer park entrances.

Conclusion

The Plan's recommendations reflect the community's priorities, balancing development with environmental sustainability, housing affordability, and improved transportation options. With the conclusion of public engagement, we are now advancing to the public hearing process. This phase will further refine the proposals, ensuring that the Plan remains meaningfully responsive to evolving community needs while acknowledging the public engagement that got us to this point.

ADDITIONAL SOURCES OF FEEDBACK

UNIVERSITY BOULEVARD CORRIDOR PLAN: TECHNICAL ASSISTANCE PANEL (TAP) SUMMARY

Montgomery Planning staff collaborated with the Urban Land Institute (ULI) Washington's Technical Assistance Panel (TAP) on February 7-8, 2023, to address key challenges along the University

Boulevard Corridor. It is important to note that the TAP's findings are not the Plan's recommendations. The TAP's findings are a ULI product and is independent from future recommendations to be developed by Montgomery Planning for the University Boulevard Corridor Plan. The TAP is comprised of multidisciplinary panelists with expertise in design, planning, architecture, engineering, and real estate. Montgomery Planning pursued this to explore market conditions that are necessary to advance corridor-focused growth along University Boulevard, consistent with Thrive Montgomery 2050. The panel reviewed background materials, toured the area, and met with stakeholders, including residents, civic associations, and business owners. The TAP presented its recommendations to Montgomery Planning on February 8, 2023, at M-NCPPC's Wheaton Headquarters. Members of the public were also in attendance. The TAP developed recommendations organized into three focus areas: Transportation, Development, and Placemaking, with short- and long-term strategies aimed at enhancing the corridor's safety, mobility, housing, and community character.

Key Recommendations

1. Transportation

Road Diet Implementation: The panel recommended reducing travel lanes on University Boulevard to slow traffic and create space for bus and bike lanes, as well as pedestrian pathways. Short-term suggestions include restriping lanes and adding protected bike paths. Long-term plans involve a complete street redesign with wider sidewalks, transit-only lanes, and a green median with turn lanes.

Improved Crossings and Intersections: Key intersections near Northwood and Blair High Schools were identified for redesign to ensure safer pedestrian crossings. The TAP suggested adding protected intersections with clear sightlines, pedestrian buffers, and artistic design elements reflecting the area's cultural identity.

Enhanced Four Corners Network: To address Four Corners' complex traffic flow, the panel recommended converting one-way streets to bi-directional lanes and expanding pedestrian and bike-friendly routes. Proposed improvements also include dedicated bus lanes and a traditional street grid for better navigation.

2. Development

Infill Housing Opportunities: The panel identified institutional and underutilized commercial properties, such as the Kemp Mill Shopping Center and Safeway in Four Corners, as prime sites for mixed-use development. These sites could include affordable housing and retail services to support corridor growth.

Policy Adjustments: To encourage housing development, the TAP proposed policy changes such as reducing parking requirements near BRT stations, waiving impact fees for affordable

housing, and allowing “missing middle” housing types like duplexes and townhomes. These recommendations align with the county’s Thrive Montgomery 2050 goals.

Affordable Housing Expansion: The TAP encouraged exploring mixed-income housing projects and strengthening incentives for developers to provide affordable units. Suggestions included parcel assembly policies and transferring development rights to boost project feasibility.

Placemaking: To create a unique identity for the corridor, the panel recommended a coordinated placemaking effort. This includes installing functional public art, enhancing streetscapes with trees and lights, and developing a comprehensive wayfinding system connecting parks, schools, and shopping centers.

3. *Community Engagement*

Community Engagement: A central theme of the TAP’s recommendations was continuous community engagement. The panel emphasized involving local artists, civic groups, and residents in the planning process to strengthen the corridor’s identity and ensure long-term community buy-in.

Public Spaces and Green Infrastructure: The TAP recommended expanding green spaces, connecting trails, and adding street trees to improve environmental sustainability and create a more inviting public realm. They suggested leveraging parks and open spaces as community hubs and cultural landmarks.

Conclusion

The University Boulevard TAP report offers a comprehensive vision for transforming the corridor into a safer, more accessible, and vibrant community. Its recommendations provide a roadmap for enhancing mobility, fostering equitable development, and strengthening the corridor’s identity. These strategies, combined with continued community engagement, are designed to promote long-term success and sustainability.

INSTITUTIONAL AND GOVERNMENT CONSULTATION

Seeking input from local government experts is crucial to developing and refining ideas and recommendations. Agency partners help identify potential issues and opportunities as well as the feasibility of recommendations. Planning staff has met with, among others:

- Montgomery County Department of Transportation
- Montgomery County Department of General Services
- Maryland Department of Transportation State Highway Administration
- Montgomery County Economic Development Corporation
- Montgomery County Department of Housing and Community Affairs

- Midcounty Regional Services Center

ATTACHMENTS

QUESTIONNAIRE

Name: _____

Age

Email: _____

Gender:

Male (M)

Female (F)

Other gender identity (X)

Prefer not to disclose (U)

Race/Ethnicity

American Indian or Alaska Native

Asian

Black or African American

Hispanic or Latino

Native Hawaiian or Other Pacific Islander

Two or more races

White

Other

Neighborhood (Check One):

Arcola Towers		Kemp Mill Estates	
Chestnut Hills		Northwood Forest	
Chestnut Ridge		Northwood Park	
Downtown Wheaton		Pomander Court	
Fairway/Four Corners		Sligo Woods	
Franklin Knolls		Sunset Terrace	
Glenmont		The Oaks at Four Corners	
Glenview		University Towers	
Indian Spring terrace		Warwick	
Indian Spring Village		Wheaton Forest	
Inwood House		Woodmoor	

Other (Please specify):	
-------------------------	--

1. Which facility/amenity do you access most often in or around the plan area (educational, medical, parks, recreation, retail, etc.) and how do you get there?

2. How often to you use a Ride On or WMATA/Metro bus? (Circle One)

- Every day
- 3 times a week
- Once a month
- Sometimes
- Never

3. How could bus stops improve along University Boulevard to fit your needs?
(Circle up to 3 options)

- More seating options
- Shelters for protection from weather
- Better lighting for safety
- Real-time bus arrival information
- More frequent bus service
- Improved accessibility for individuals with disabilities
- Additional amenities (e.g., trash cans, bike racks, etc.)
- Other (please specify)

4. How often do you cross University Boulevard to use facilities and amenities on the other side?

- Every day
- 3 times a week
- Once a month

- Sometimes
- Never

5. Additional Comments:

CODE BOOK FOR QUALITATIVE ANALYSIS

0-General Comment or Recommendation
1-Parks and Recreation
1-1.1_Park and safety
1-1.2_Park design and quality.
1-1.3_Need Parks
1-1.4_Park Maintenance.
1-2.1_Need Recreation Spaces
1-2.2_Rec for kid
1-2.3_Rec for teens
1-2.4_Rec for adult
1-2.5_Rec for elderly
1-2.6_Sport
1-2.7_Rec Maintenance.
1-2.8_Rec availability
1-3.1_Barrier free park and rec. facility
1-3.2_Sligo Creek Parkway and Park
1-3.3 General Parks Comments
2-Transportation
2-1.1_University Boulevard design and safety
2-1.2_Speeding & General Danger
2-1.3_Other Street Issues
2-1.4_Pedestrian Environment

2-1.5_Disability Access
2-1.6_Need Biking Infrastructure
2-1.7_Street Maintenance
2-1.8_Connectivity
2-2.1 Traffic
2-2.2 Public Transit
2-2.3 Parking
2-2.4_Against Lane Reductions
2-2.5_Street Lighting
2-2.6_Four Corners
3-Housing
3-1.1_Quality of surrounding area
3-1.2_Real estate dev
3-1.3_Housing density
3-2.1_Housing affordability
3-2.2_Housing availability
3-2.3_Owner-occupancy
3-2.4_ Residential facility
3-2.5_Housing renovation and regeneration
3-2.6_ Apartment sanitation
3-2.7_ Apt management.
3-2.8_ Lease mangment
3-3.1_(Community)Public order

3-3.2_Sanitation and Code Enforcement
4-Economic Health
4-1.1_Jobs
4-1.2_Poverty
4-1.3_Commercial Development
4-2.1_Retail service
4-2.2_Food and Restaurants
4-3.1_Community regeneration and placemaking
4-3.2_Better economic
4-3.3_Redevelopment
5-Art, Culture, Equitable Community, History
5-1.1_Community Engagement
5-1.2_Youth Engagement
5-1.3_community facility
5-2.1_Racial equality and integration
5-3.1_Social assisting programs
5-3.1_Historical Preservation
5-3.2_Healthcare
5-3.3_Support for Aging and Disability
5-4.1_Internet infrastructure
5-E_Education
5-E1.1_School Quality
5-E1.2_School program

5-E1.3_Child & Youth Programs
5-E1.4_Chilcare
5-E1.5_School system
5-E1.6_Schoold availability
5-E2.1_Library
5-E3.1_School commute
6-Environmental
6.1.2 Trees
6.1.3_Solar
6-1.1_Environmental quality
6-2.1_ Environmental cleanliness
6-2.2_Stormwater
6-3.3_Parks Improvement and Growth
7-Crime&Safety
7-1.1_Crime Prevention
7-1.2_Crime event
7-2.1_Code enforcement
8-All Praise
9-Plan Process or Event Comment
9-1.1 Plan Process
9-1.2 Event Comment

EXAMPLES OF PRINTED MEDIA



Montgomery Planning
Plan de corredores
UNIVERSITY BOULEVARD

El Departamento de Planificación del Condado de Montgomery está iniciando un nuevo plan integral para University Boulevard (MD 193) entre Wheaton y Capital Beltway (I-495). Este proyecto buscará crear recomendaciones de transporte que contribuyan a mejorar la seguridad en University Boulevard para todos los usuarios de carreteras, mejorar las condiciones ambientales existentes y explorar oportunidades de desarrollo de rellenos en ubicaciones clave. El Plan maestro funcional de corredores de tránsito del condado aprobado recomienda una ruta de transporte rápido en autobús (Bus Rapid Transit, BRT) a lo largo de University Boulevard entre Wheaton y Takoma Langley.

Participe

El Departamento de Planificación del Condado de Montgomery organizará una serie de reuniones públicas para involucrar a las comunidades a lo largo de University Boulevard (MD 193). El **miércoles 2 de noviembre, de 7:00 a 9:00 p. m.**, Planificación de Montgomery organizará una jornada de puertas abiertas de información en Montgomery Blair High School, 51 University Boulevard East. Visite nuestro sitio web y únase a nuestra lista de correo electrónico para ver mapas, materiales de reuniones e informes. Necesitamos sus ideas y comentarios durante el proceso de planificación. **Montgomeryplanning.org/ubc**



Contacto

Nkosi Yearwood nkosi.yearwood@montgomeryplanning.org (301)-495-1332	Zubin Adrianvala Zubin.Adrianvala@montgomeryplanning.org (301)-495-4703
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University Boulevard Corridor Plan COMMUNITY WORKSHOPS

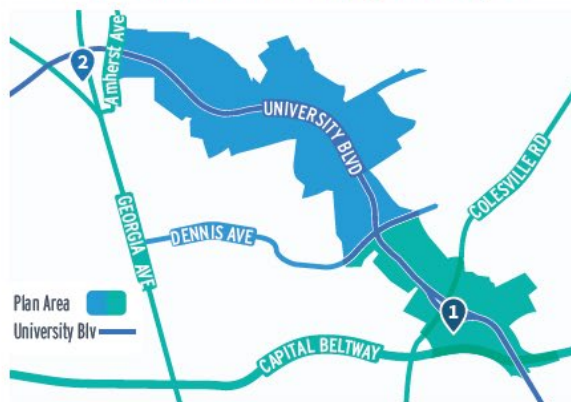


You know what's best for your community

Join planners for a workshop highlighting existing conditions and a discussion on housing, land use, and neighborhood aspirations for the planning area.

The workshops comprise of two in-person meetings and two virtual meetings for two different geographic areas along the University Boulevard Corridor plan area to allow a more focused conversation on specific parts of the plan area.

These discussions will help guide the plan!



For questions or comments about the meetings, please contact Nkosi Yearwood at 301-495-1332 or via email at nkosi.yearwood@montgomeryplanning.org

I-495 to Dennis Avenue Workshop / 1

Focused on the plan area from I-495 to Dennis Avenue

In-person Option

April 26, 2023 (7 – 9 p.m.)

Blair high school cafeteria
(51 University Blvd East, Silver Spring, MD)

RSVP (Encouraged but not required)

Virtual Option

May 3, 2023 (7 – 9 p.m.)

Zoom

RSVP (Required)

Dennis Avenue to Amherst Avenue Workshop / 2

Focused on the plan area from Dennis Avenue to Amherst Avenue

In-person Option

May 17, 2023 (7 – 9 p.m.)

M-NCPPC Wheaton Headquarters Auditorium
(2425 Reddie Drive, Floor 2, Wheaton, MD)

RSVP (Encouraged but not required)

Virtual Option

May 24, 2023 (7 – 9 p.m.)

Zoom

RSVP (Required)

To RSVP visit montgomeryplanning.org/ubc



Plan del Corredor de University Boulevard

TALLERES COMUNITARIOS



Usted sabe lo que es mejor para su comunidad

Acompañe a los planificadores en un taller donde se destacan las condiciones existentes y un debate sobre la vivienda, el uso del suelo y las aspiraciones de barrio para el área de planificación.

Los talleres constan de dos reuniones en persona y dos reuniones virtuales para dos áreas geográficas diferentes a lo largo del área del plan del Corredor de University Boulevard para poder conversar en forma más centrada sobre partes específicas del área del plan.

¡Estos debates ayudarán a orientar el plan!



Si tiene preguntas o comentarios sobre las reuniones, póngase en contacto con Nkosi Yearwood al 301-495-1332 o por correo electrónico en nkosi.yearwood@montgomeryplanning.org.

I-495 a Dennis Avenue Taller / 1

Centrado en el área del plan desde la I-495 hasta Dennis Avenue

Opción en persona

26 de abril de 2023 (7 a 9 p. m.)
 Cafetería de la secundaria Blair
 (51 University Blvd East, Silver Spring, MD)
 RSVP (Se recomienda pero no es obligatorio)

Opción virtual

3 de mayo de 2023 (7 a 9 p. m.)
 Zoom
 RSVP (Obligatorio)

Dennis Avenue hasta Amherst Avenue Taller / 2

Centrado en el área del plan desde Dennis Avenue hasta Amherst Avenue

Opción en persona

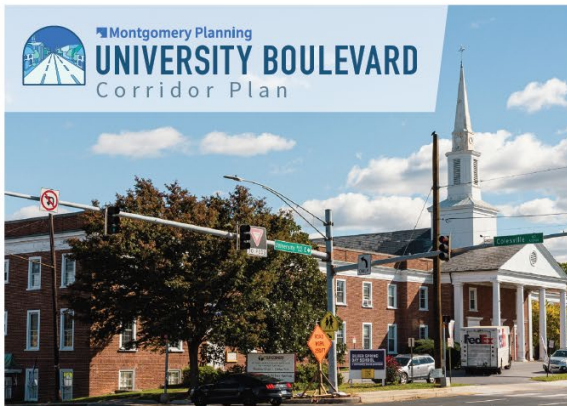
17 de mayo de 2023 (7 a 9 p. m.)
 Auditorio de las oficinas centrales de
 Wheaton M-NCPPC (2425 Reedy Drive,
 Piso 2, Wheaton, MD)
 RSVP (Se recomienda pero no es obligatorio)

Opción virtual

24 de mayo de 2023 (7 a 9 p. m.)
 Zoom
 RSVP (Obligatorio)

Para RSVP, visite montgomeryplanning.org/ubc.

Montgomery Planning



Do you live, work or have an interest in communities along University Boulevard? We want to hear from you!

The meetings are geographically divided to allow a more focused conversation on specific parts of the plan area.

¿Vive, trabaja o tiene interés en las comunidades a lo largo de University Boulevard? ¡Queremos conocer su opinión!

Las reuniones están divididas geográficamente para permitir una conversación más centrada en partes específicas del área del plan.

I-495 to Dennis Avenue

In-person Option | Opción presencial

May 7, 2024 (7 p.m.)

Montgomery Blair High School CAFETERIA
(51 University Boulevard East, Silver Spring, MD, 20901)

Virtual Option | Opción virtual

May 14, 2024 (7 p.m.)

Dennis Avenue to Amherst Avenue

In-person Option | Opción presencial

May 22, 2024 (7 p.m.)

Forest Knolls Elementary School ALL PURPOSE ROOM
(10830 Eastwood AVE, Silver Spring, MD, 20901)

Virtual Option | Opción virtual

May 28, 2024 (7 p.m.)

Para confirmar su asistencia visite | To RSVP visit montgomeryplanning.org/ubc

COMMUNITY MEETINGS IN MAY

The Montgomery County Planning Department is hosting a series of in-person and online community meetings to discuss ideas that have emerged for its ongoing University Boulevard Corridor master plan.

Montgomery Planning
2425 Reedie Dr
14th Floor,
Wheaton, MD 20902

Join us!

See meetings details on the reverse side.

REUNIONES COMUNITARIAS EN MAYO

El Departamento de Planificación del Condado de Montgomery está organizando una serie de reuniones comunitarias presenciales y en línea para analizar las ideas que han surgido para el plan maestro en curso del Corredor de University Boulevard.

¡Únase a nosotros!

Vea los detalles de las reuniones al dorso.



Do you live, work or have an interest in communities along University Boulevard? We want to hear from you!

The meetings are geographically divided to allow a more focused conversation on specific parts of the plan area.

¿Vive, trabaja o tiene interés en las comunidades a lo largo de University Boulevard? ¿Queremos conocer su opinión!

Las reuniones están divididas geográficamente para permitir una conversación más centrada en partes específicas del área del plan.

I-495 to Dennis Avenue

In-person Option | Opción presencial

October 15, 2024 (7 p.m.)

Montgomery Blair High School CAFETERIA (51 University Boulevard East, Silver Spring, MD, 20901)

Dennis Avenue to Amherst Avenue

In-person Option | Opción presencial

October 22, 2024 (7 p.m.)

Wheaton Headquarters (2425 Reddie Drive, Wheaton, MD 20902) in the Second Floor Auditorium.

Overall Plan Area

Virtual Option | Opción virtual

October 30, 2024 (7 p.m.) Registration Required | Inscripción obligatoria

Para confirmar su asistencia visite | To RSVP visit montgomeryplanning.org/ubc

COMMUNITY MEETINGS

The Montgomery County Planning Department is hosting a series of in-person and online community meetings to discuss preliminary recommendations for its ongoing University Boulevard Corridor master plan.

Join us!

See meetings details on the reverse side.

Montgomery Planning
2425 Reddie Drive
14th Floor
Wheaton, MD 20902

REUNIONES COMUNITARIAS

El Departamento de Planificación del Condado de Montgomery está organizando una serie de reuniones comunitarias presenciales y en línea para discutir las recomendaciones preliminares para el plan maestro en curso del Corredor de University Boulevard.

¡Únase a nosotros!

Vea los detalles de las reuniones al dorso.

DRAFT APPENDIX C: DEMOGRAPHICS

POPULATION PROFILE

The University Boulevard Corridor Plan area is home to approximately 9,800 residents across 3,573 households as of 2022. The population experienced moderate growth, increasing by 6.8% between 2000 and 2010 and by an additional 4.3% from 2010 to 2022. However, the number of households remained relatively stable, with a slight decline of 0.5% from 2010 to 2022, indicating a trend toward larger household sizes.

GROWTH:

Population increased by 6.8% from 2000 to 2010 and 4.3% from 2010 to 2022.

Household numbers remained stable, with a slight 0.5% decline from 2010 to 2022.

HOUSEHOLD CHARACTERISTICS:

- Average Household Size: 2.72 (2022), higher than nearby Silver Spring and North Bethesda.
- Median Age: 40.2 years, reflecting an aging population with a growing 65+ age group (+12.1%).

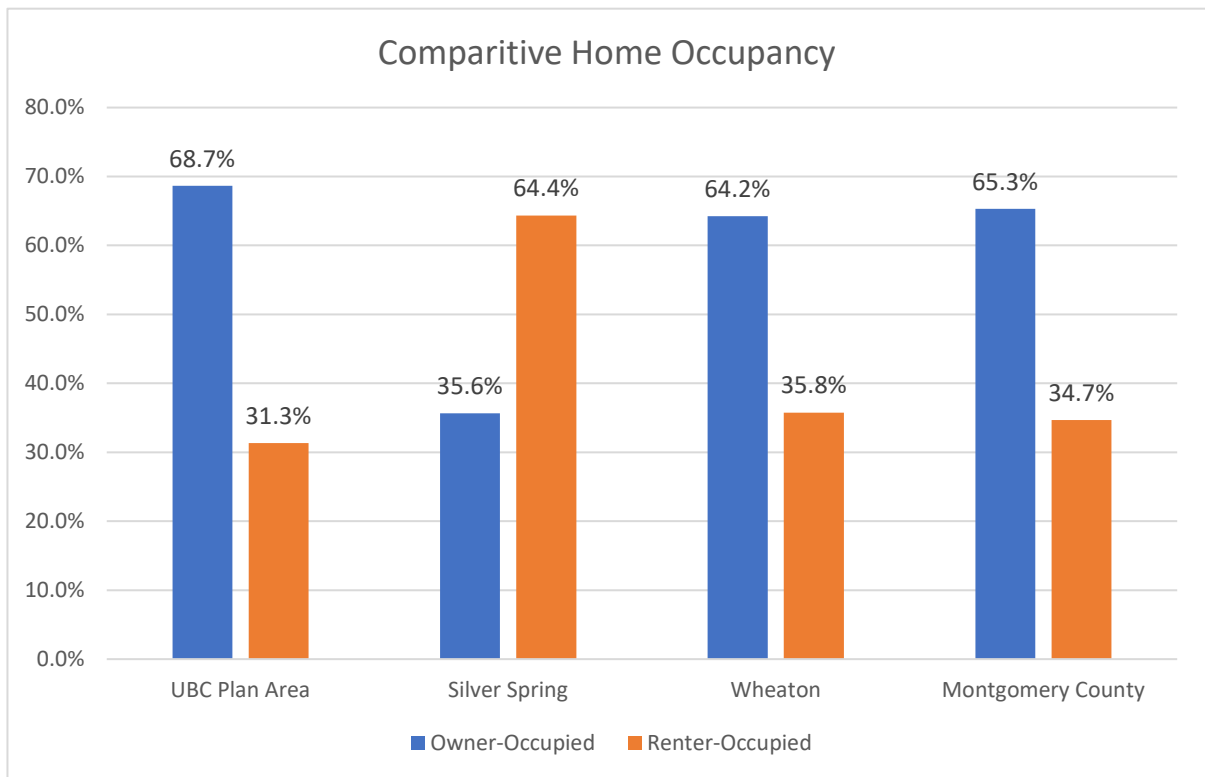
University Boulevard Plan Area	2022
Total Population	9,733
Median Age	40.2
Race and Ethnicity	
Hispanic/Latino	27%
Not Hispanic/Latino	73%
White	33%
Black/African American	24%
Native American	0%
Asian	10%
Native Hawaiian/Pacific Islander	0%
Other	1%
Two or More Races	4%
Total Households	3,573
% Owner Households	69%
% Family Households	59%
Median Household Income	\$103,116

HOUSING TENURE AND OCCUPANCY:

The area exhibits a strong trend toward homeownership, with 69% of households being owner-occupied compared to 31% renter-occupied, which contrasts sharply with the neighboring community of Silver Spring, where renting predominates. This higher rate of homeownership fosters a stable residential base and contributes to stronger community ties.

Although the population has not grown significantly, there has been a notable shift in housing tenure. Owner-occupied households have experienced disproportionate growth compared to the broader Montgomery County trends. In most comparable geographic areas, except White Oak, the growth in renter households far exceeded that of owner households. This trend suggests that the lack of multifamily housing developments within the area has limited rental opportunities, while prospective homebuyers have increasingly sought properties here.

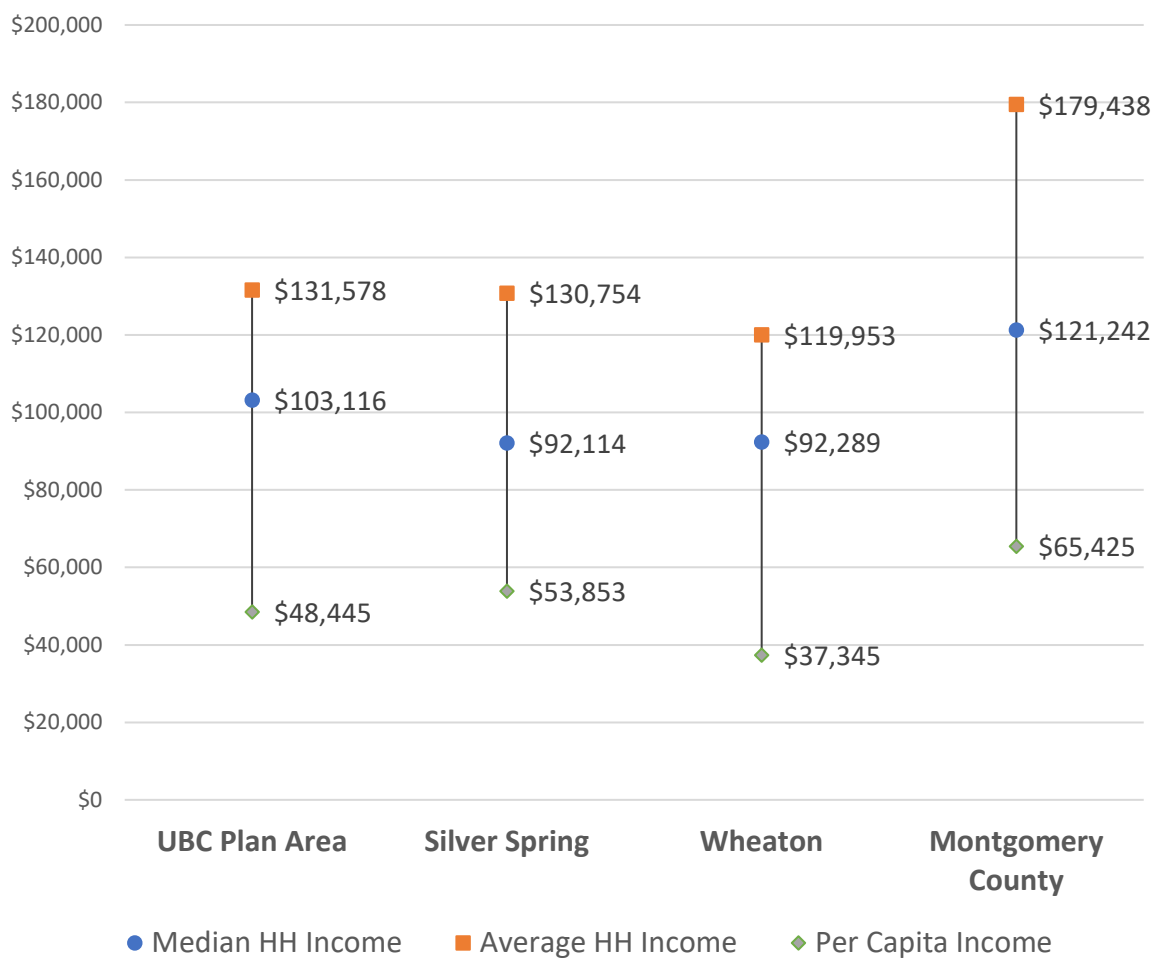
The prevalence of single-family housing and the existing zoning regulations reflect the dominance of owner-occupied households in the area. These factors underscore a community largely defined by low-density, residential development.



INCOME DISTRIBUTION

The University Boulevard Corridor Plan area exhibits a diverse economic profile, with a median household income of \$103,116 in 2022, indicating economic stability. Approximately 15.4% of households earn over \$200,000 annually, while 22.5% earn less than \$50,000, reflecting a mix of affluent and lower-income residents. This income distribution is comparable to that of Wheaton and Silver Spring, with similar percentages of households earning below \$35,000 and above \$150,000.

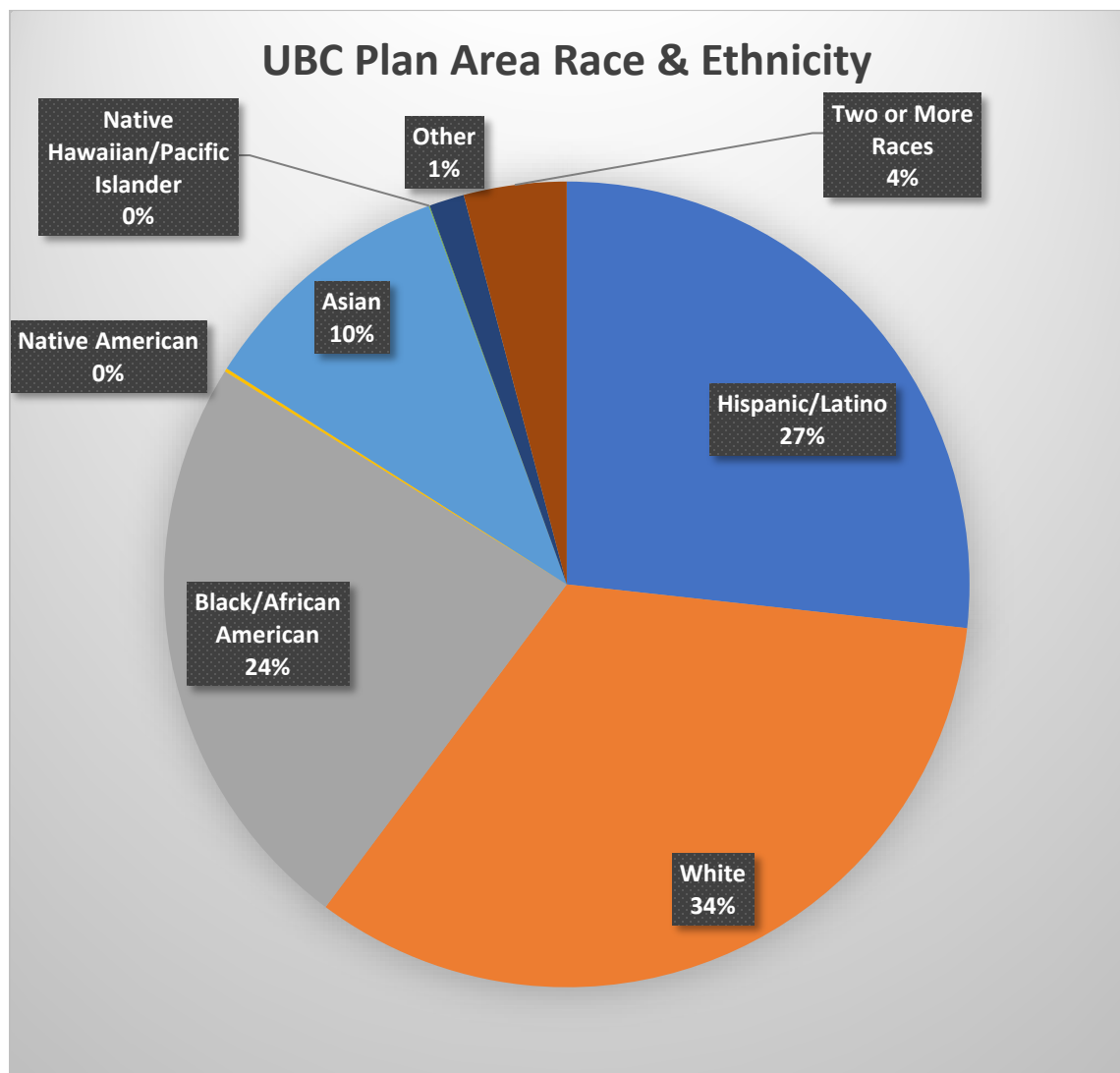
The presence of both high and low-income households underscores the importance of inclusive policies that support housing affordability and equitable access to community resources. Ensuring that all residents, regardless of income, have access to essential services and opportunities is crucial for fostering a balanced and thriving community.



RACE AND ETHNICITY

The University Boulevard Corridor is one of Montgomery County's most diverse communities. Hispanic/Latino residents make up 27% of the population, significantly higher than the county average of 20.6%. Black/African American residents account for 23.7%, also above the county's 18.2% average. The area has slightly higher proportions of Hispanic/Latino and Black/African American residents, and slightly lower proportions of Non-Hispanic White and Asian residents compared to the county.

Unlike Wheaton and White Oak, Non-Hispanic White residents remain the largest racial or ethnic group in the University Boulevard Corridor, despite a net decrease of Non-Hispanic White residents. Overall, the racial and ethnic distribution in the Plan Area is similar to that of the county.



EDUCATIONAL ATTAINMENT

Educational attainment within the University Boulevard Corridor Plan area shows promising potential but also highlights some challenges. About 44.3% of residents hold a bachelor’s degree or higher, somewhat lower than the county’s 50.9%. This indicates a sizable segment of the population with advanced educational credentials, essential for supporting a competitive and resilient local economy.

Conversely, 14.2% of residents lack a high school diploma, exceeding the county average of 11.9%. This gap suggests opportunities for workforce development and skills training to strengthen economic mobility and employment prospects in the area.

Educational Attainment	UBC Plan Area	
	Number	Percent
Less than 9th Grade	419	8.2%
9th to 12th Grade, No Diploma	310	6.1%
High School Diploma or Equiv.	880	17.2%
Some College, No Degree	104	2.0%
Associate Degree	1,138	22.2%
Bachelor's Degree	446	8.7%
Graduate/Professional Degree	1,821	35.6%
Total Population Age 25+	5,118	100.0%

DATA SOURCES

- 2020 American Community Survey, 5-year estimates, U.S. Census Bureau
- Esri Business Analyst, 2022; Montgomery Planning, 2022.

Native American and Early Colonial History¹

The ancestors of the Indigenous population of Maryland, including the Piscataway and Susquehannock, arrived in Montgomery County over 12,000 years ago. Montgomery County—located along the Maryland fall line—is characterized by plateaus and rolling hills incised by deep, narrow stream valleys. These navigable streams served as a critical means of transportation and influenced settlement patterns. Over time, Indigenous populations concentrated in settlements along waterways and utilized the predominant inland areas of the County for hunting grounds, sources for raw materials, and impermanent campsites during winter months.

European colonization of Maryland began with the migration of 40,000 people between 1632 and 1681. Indigenous people suffered from the hostile occupation, disease, and ecological disruption. While many Native American tribes experienced severe demographic collapses and withdrew to the interior of the continent, others remained, and their descendants live in Maryland today. Most colonists first settled along the Patuxent River before moving north along the Potomac River in the early 1700s. Lord Baltimore granted several large land patents that comprise the University Boulevard Corridor Plan including, but not limited to: Hermitage (1689), Fenwick (1703), Benjamin (1729), Labyrinth (1732), Rubbish (1750), Clean Shaving (1763), Swamps (1768), and Resurvey of Benjamin (1769).

Colonists first relied on both indentured and enslaved labor to harvest tobacco, but transitioned to the exclusive use of enslaved African labor as the colony codified slavery based on race. By 1715, Maryland enacted a comprehensive set of laws that perpetuated the life-long enslavement of Africans and their descendants. Plantation owners used Bladensburg Road (now known as University Boulevard) to transport tobacco from the lower sections of Montgomery County to the port at the Town of Bladensburg.

Towards the end of the 1700s, plantation owners in the University Boulevard Corridor Plan area included the Calvert, Duvall, Stutt, Harwood, Beall, Trundle, Tannehill, Gittings, and Clarke families. Most of these families relied upon enslaved labor to accumulate wealth. In 1790, Sarah Beall owned 28 enslaved persons, Archibald Beall owned 8 enslaved persons, Henry Clarke owned 21 enslaved persons, Mareen Duvall owned 5 enslaved persons, and Samuel Hardwood owned 17 enslaved persons. In addition, landowners often leased sections of their property to tenant farmers. For example, in 1782, Sarah Beall leased Ninian Barret a section of the tract called “Charles and William” (adjacent to the plan area) for the yearly payment of 1,020 pounds of tobacco inspected at either the Bladensburg or Georgetown warehouses.

¹ This narrative collates and builds upon the works of Montgomery Planning, cultural resource consultants and historians who produced Maryland Inventory of Historic Properties forms available from the Maryland Historical Trust, research conducted by resident Dr. Ken Hawkins and historian Dr. David Rotenstein and shared via the Northwood-Four Corners Civic Association, and oral histories of the Horad family conducted by Dr. David Rotenstein.

Two real estate advertisements, one for Samuel Harwood's property and another for William Duvall's property, reflects the agricultural landscape in the vicinity of the plan area during the eighteenth century:

A very valuable Planation [sic], containing about Five Hundred and Five Aces of Land, whereon the subscriber now lives, in Montgomery County, about seven miles from Bladensburg, twelve miles from George-Town, and the same distance from the court – house, the soil is well adapted to Indian corn, fine tobacco, and small grain; on it is plenty of wood-land to support the plantation, likewise a very valuable mill seat.—The improvements are, a good dwelling-house, kitchen, Negro quarters, two good tobacco-houses, with all other necessary out-houses, good apple and peach orchards.

Maryland Journal, May 4, 1784

A Tract of Land called the "Swamp," Containing two hundred and ten acres, lying in Montgomery County about 9 miles from the Federal City and Bladensburg, one half standing in wood, twenty acres of meadow, part cleared—The improvements are a good dwelling house, Kitchen, Barn, and other necessary Houses, good Spring and Spring House, an Apple Orchard of 150 Trees, half of which is just beginning to bear, 1 small Peach Orchard.

Washington Federalist, August 8, 1804

Montgomery County residents' agricultural focus shifted at the start of the nineteenth century due to land exhaustion from tobacco, a depressed agricultural market, and changing demographics. New settlers from Pennsylvania and the Mid-Atlantic introduced diversified farmsteads that focused on grains and livestock and capitalized on growing markets in nearby Baltimore, Georgetown, and the newly established capital in Washington, D.C. Property owners, however, continued to exploit an enslaved workforce.

The location of two vital crossroads, the intersections of University Boulevard and Georgia Avenue, and University Boulevard and Colesville Road, bolstered the success of the plan area. The subsequent two sections examine the history of these crossroads in the nineteenth century.

Leesborough, Mitchell's Crossroads, and Wheaton

On the western end of the University Boulevard Corridor Plan, in 1826, the United States established a post office, named "Leesborough," near the crossroads of Georgia Avenue and University Boulevard that provided the first name for the current Wheaton community. A well-known establishment at this junction was the "Cross Roads Tavern and Farm." Records show that George Calvert, the owner of the property, leased the "Cross Roads Tavern and Farm" to Benjamin Burriss in 1826, but the tavern likely dated to the 1700s. Advertisements described it as follows:

PUBLIC SALE OF THE CROSS ROADS FARM AND TAVERN—It contains 172 acres, about 70 acres in wood. The improvements consist of a large brick Dwelling, used as a tavern, and all the necessary out-buildings. It lies on the Plank and Union Turnpike Road, about nine miles from Washington, in Montgomery County, Maryland.

Daily National Intelligencer, August 23, 1855

Cross Roads Tavern. THE ABOVE NAMED PUBLIC HOUSE, situated in Montgomery County, Md., upon the Union Plank or Turnpike Road, 9 miles from Washington, is to let for one or more years. It is the best stand for business between Washington and Brookeville, especially for a first class BOARDING HOUSE.

Montgomery County Sentinel, January 5, 1856

In 1850, the Maryland General Assembly approved the incorporation of the Union Plank or Turnpike Road Company (future Georgia Avenue), which significantly contributed to the area's growth and accessibility. The Union Turnpike improved the connection between Washington, D.C., and the town of Brookeville. Private turnpikes and toll roads increased local commerce, permitted greater access to consumer products and large urban markets, and improved land values. Companies enhanced existing dilapidated dirt roads by means of straightening, rebedding, and resurfacing, or surveyed new direct routes.

Richard T. and Maria J. (nee Leanere) Mitchell acquired the 25-acre "Cross Roads Tavern Farm," in 1857, and operated the long-standing tavern and inn. Civil War era maps noted the name of the crossroads as "Mitchell's Crossing." The importance of Georgia Avenue as a transportation route accessing the District of Columbia led to the considerable impact on the landscape from the movements of the Union and Confederate armies. For example, between September 2nd and 19th, 1862, the Union Army reportedly appropriated supplies, materials, and crops from the farm valued at \$2,947 by the Mitchells. This included 600 panels of wood fence, 500 bushels of oats, 4 tons of oat straw, 40 acres of corn, 20 acres of beans, 2 acres of potatoes, 125 cords of pine, 10 bushels of onions, and 4 tons of hay. The government later compensated the descendants of the family \$1,200.

After the Civil War, the United States Post Office created a new office at "Cross Roads" and appointed Richard Mitchell as its postmaster in 1865. On October 5, 1869, the government then appointed George Plyer as postmaster for the office at the crossroads renamed "Wheaton." Historians contend that Plyer named the reestablished post office in honor of his commanding officer General Frank Wheaton who protected the nation's capital during the Battle of Fort Stevens in 1864. The name of the office switched between Wheaton and Leesborough several times into the 1870s. The Maryland General Assembly approved an act to create the Thirteenth Election District, or Wheaton District Number Thirteen, of Montgomery County in 1886. The enacted legislation noted the village of Wheaton "shall embrace what has heretofore been known as Mitchell's Cross-Roads, Leesboro' and Wheaton Post-office."

Ownership of the Cross Roads Tavern transferred between multiple owners in the 1880s until its acquisition by George O. B. Cissell who was appointed postmaster. In 1891 and 1900, the Cissells sold the Board of Education small lots for the construction of purpose-built segregated elementary schools for the students in Wheaton. The former segregated school (now a single-family dwelling) for white students remains standing at 1920 University Boulevard, but the segregated school for Black students was demolished in the mid-twentieth century after the Board of Education disposed of the property.

Gitting's Tavern, Widow's Dower, and Four Corners

On the eastern end of the University Boulevard Corridor Plan, Benjamin and Jemima (nee Lanham) Gittings, and then Thomas and Christianna (nee Perry) Gittings, owned a significant farm and operated a tavern at the intersection of present-day Colesville Road and University Boulevard. Benjamin and Thomas served as a Private and Major in the Revolutionary War and War of 1812, respectively. Thomas remained highly active in political and social life of Montgomery County as a school trustee, justice of the peace, and elected representative to the Maryland House of Delegates (1828-1832, 1834-1836, and 1840-1841).

The Gittings family owned many enslaved persons. The United States Federal Censuses (1810-1830) recorded between 16 to 19 enslaved persons on Thomas Gittings' plantation. In 1822, he issued a reward for a runaway enslaved person:

FIFTY DOLLARS REWARD. RANAWAY from the subscriber, living in Montgomery county, Maryland, on Sunday the 15th instant, a mulatto lad, named SAM, (alias) Sam Hanson, supposed to be five feet six or eight inches high, about nineteen years of age, spare and thin visage, of rather red complexion, his lips somewhat thick nor one of his color; when spoken to sharply stammers a little; had on, when he went away, a snuff colored broad cloth coat, linen pantaloons, shoes and stockings, and a fur hat much worn.

Daily National Intelligencer, July 25, 1822

After Gittings death, the inventory of his estate recorded 26 enslaved persons in 1848. Sam Hanson is not listed among the records, but an enslaved male named John Henson remained at the property. The Gittings' family callously divided and sold the enslaved persons and families to multiple owners. The subdivision of the Gittings property included a 191-acre section called the "Widow's Dower" that comprised present-day Four Corners. In 1856, advertisements for the property noted the following:

...well fenced, watered and timbered; with APPLE and PEACH ORCHARDS of choice fruit. The improvements are a DWELLING HOUSE, KITCHEN, BARN, STABLE, and other outhouses, and a Pump of excellent water in the yard.

Montgomery County Sentinel, October 24, 1856

In 1866, the United Post Office moved the Burnt Mills Post Office to the intersection of University Boulevard and Colesville Road and renamed it Four Corners. The government appointed Thomas Walsh, who operated a general store at the intersection, as postmaster. By 1871, the intersection had developed into a small commercial area. An advertisement stated the following:

VALUABLE PROPERTY FOR SALE—THE VILLAGE known as the "Four Corners," and the farm adjoining, immediately on the turnpike. The improvements consist of a store, and dwelling attached; five houses, under good rent; a wheelwright and blacksmith shop, land in good state of cultivation, good orchard, and fine water.

National Republican, June 28, 1871

Improvements to present-day Colesville Road coincided with the incorporation of the of the Washington, Colesville and Ashton Turnpike Company by the Maryland General Assembly in 1870. The company augmented an existing road and established a toll gate. Two years later, nearby residents

established the Four Corner Methodist Episcopal Church South—later known as the Marvin Methodist Episcopal Church at 33 University Boulevard East—and erected a Colonial Revival-styled house of worship near the southeast corner of the intersection. On the opposite side of University Boulevard, Lewis Miller opened a chair manufacturing business in the late 1870s. Miller employed three employees who worked an 11-hour shift for \$1.00 to \$1.50 per day.

The Changing Name of Bladensburg Road

The name of the section of Bladensburg Road within the plan boundary varied over the course of its history. By the 1850s, residents started to refer to Bladensburg Road as “Old Bladensburg Road,” but multiple maps continue to refer to the road by its original moniker into the twentieth century. In the 1910s, the Maryland General Assembly and Montgomery County started to refer to part of the road as the “Wheaton-Four Corners Road” or the “Wheaton to Four Corners Road.” The following decade, the acquisition of the entire road by the Maryland State Roads Commission led to its renaming as State Route 193 in 1927. Locally, however, residents continued to call the road by its different segments (such as “Kensington-Wheaton Road,” “Wheaton-Four Corners Road,” “Old Bladensburg Road,” and “University Lane”). The Maryland-National Capital Park and Planning Commission renamed all segments of the road University Boulevard in 1956. The commission stated that the “distinctive name befitting its important function as an inter-county traffic artery leading to the state’s seat of education, the University of Maryland.”

Bladensburg Road

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

The present condition of the road is entirely inadequate to accommodate the large amount of travel thereon; in many places the road is so narrow that it is impossible for teams to pass each other. The above mentioned road is one of the oldest in the county, and no record has ever been found locating same. There are about fifty farmers and gardeners that have no other outlet to the two turnpikes [Georgia Avenue and Colesville Road], besides the road is used by a large number of persons for other sections of the county to reach the Burnt Mills [north on Colesville Road]. It is also used by a number of persons who have business in Rockville.

Montgomery County Sentinel, February 9, 1894

C.J. Maddox, Jr. submitted the first known survey for this section of Bladensburg Road in 1894 and the county commissioners requested bids for road improvements the following year. Transportation issues remained a critical issue for University Boulevard throughout the twentieth century.

African American Community at Wheaton

Exploitation of an enslaved African American workforce who lived on plantations in the University Boulevard Corridor Plan continued until the abolition of slavery in Maryland in 1864. There have been no documented instances of African American landownership in the plan area prior to the Civil War. Following the Civil War, an African American community formed along University Boulevard between Wheaton and Four Corners. In 1873, African American residents Henry Gaither, Jerry Gaither, and Henry Walker acquired a single acre at present-day 11005 Dayton Street for an African Methodist Episcopal church and cemetery. Two years later, Allen Chapel African Methodist Episcopal Church laid the cornerstone of their new building and completed the wood-frame house of worship. The church also served as the first school for the Black children of Wheaton. Churches and schools served as the cornerstones for African American communities. While the congregation relocated to a new site in the latter part of the 20th century, the burial ground (Burial Sites Inventory #HP-064) of numerous early African American residents of Wheaton remains at this location.

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

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

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

Racial segregation, the encroachment of suburban developments, and urban renewal efforts of the 1960s led to the demolition of many of these African American resources. The R.E. Latimer Land Company, the developer of the Chestnut Hills subdivision to the south of the African American community, included racial restrictive covenants that prohibited the sale or occupancy of any lots to "any member of any race other than the Caucasian..." in 1949. Montgomery County commissioned the *Community Development Potential Report (1969)* that documented 12 dilapidated and 7 deteriorated houses on Wheaton Lane owned or occupied by African American residents. The report stated:

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

Community Development Potential Report (1969)

Today, few of these dwellings on or near Wheaton Lane remain standing.

Twentieth Century Suburbanization

Early Twentieth Century Transportation Improvements

In the first half of the twentieth century, Montgomery County experienced rapid suburbanization due to the automobile, improvement of infrastructure (water, sewer, and transportation networks), creation of the New Deal, and expansion of the Federal government following World War I and II. In the vicinity of the University Boulevard Corridor Plan, residents along the Washington, Colesville, and Ashton Turnpike (present-day Colesville Road) and the Union Plank Turnpike (Georgia Avenue) petitioned the County Commissioners to acquire the turnpikes to improve the roads and abolish tolls. In 1911, residents voted to acquire the Washington, Colesville, and Ashton Turnpike. Two years later, the Maryland Road Commission purchased the Union Plank Turnpike.

In 1912, University Boulevard between Wheaton and Four Corners is described as a dirt and gravel road. Four years later, in 1916, the Maryland General Assembly authorized Montgomery County Commissioners to issue a \$14,000 bond for the improvement of University Boulevard (then called the Wheaton-Four Corners Road). The Board of County Commissioners closed the road in September 1916 for public travel which required acquisition of a 30'-wide right-of-way, and 1,800 tons of local stone and 3,000 tons of limestone for its improvement. In 1918, the County Road Superintendent reported the following:

The Wheaton-Four Corners Road (80 percent complete 1916) was finished and tar surfaced. This road should have a regular patrolman placed on it to keep drainage open and shoulders in repair, or it will wash badly and rapidly deteriorate, owing to the character of the soil.

Montgomery County Sentinel, March 1, 1918

The Maryland State Roads Commission acquired all of University Boulevard as a state road including the section between Wheaton and Four Corners by 1927. The state made few improvements to the road before the 1950s.

Racial Restrictive Covenants and Suburbanization

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

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

While Civil Rights activists and residents continue to challenge legal discriminatory housing practices in the mid-twentieth century, de facto segregation (often in violation of the law) remained part of the African American experience for residents of Montgomery County. For example, immediately adjacent to the plan area, the Wheaton Haven Recreation Association—a non-profit organized in 1958 for the purpose of operating a swimming pool formerly at 10910 Horde Street for the recreation of the surrounding community—denied African Americans membership or access as guests into the late 1960s. At the general membership meeting in November 1968, the members endorsed the discriminatory policies that denied entry by a vote of 81-25. Even after the Montgomery County Human Rights Commission found the Wheaton Haven Recreation Association in violation of the Public Accommodations Law (1963), the membership rejected an amendment to their by-laws that stipulated that the association shall not restrict by reason of race, religion, or ethnic origin by a vote of 72-58.

Suburbanization Near Four Corners

The University Boulevard Corridor—particularly on the eastern end of the plan boundary near the Four Corners Intersection—attracted suburban development for white residents starting in the 1920s due to

its pastoral landscape and establishment of nearby amenities such as the Indian Spring Country Club (near the southeast intersection of then Bladensburg and Colesville Roads) and Argyle Country Club. Early subdivisions included, but was not limited to: Indian Spring Terrace (1926), Argyle Park (1926), County Club Park (1930), and Indian Spring Park (1930). Development of these subdivisions remained limited until the end of the 1930s. This aligned with the creation of the Federal Housing Administration (FHA) in 1934. The FHA had two central policy goals: 1) create an economically sound, publicly-sponsored, system of mortgage insurance; and 2) revive the depressed residential construction industry that collapsed during the Great Depression. Builders capitalized on the program and applied mass production, standardization, and prefabrication to large-scale home construction with the development of subdivision such as Fairway (1934-1942), Country Club View (1936-1947), Indian Spring Village (1937), Woodmoor (1937-1949), Indian Spring Club Estates (1940), Warrenton Village (1940), and Franklin Knolls (1941).

The Moss Realty Corporation platted the 170-acre Woodmoor subdivision (later expanded) in 1937. This subdivision included the construction of the Woodmoor Shopping Center at Four Corners as an integral part of the community. Moss Realty hired architect Harvey Warwick who designed the initial plans for the \$250,000 Colonial Revival-styled center but the owners never fully built the center due to the onset of World War II. The grocery store and pharmacy opened in Fall 1938 followed by a gas station at the intersection in early 1939. After World War II, the Woodmoor Shopping Center, Inc., hired Schreier, Patterson & Worland to revisit the plans. The architects designed a Moderne-inspired center but retained and incorporated the initial grocery and pharmacy building into the larger complex. The new Woodmoor Shopping Center formally opened on November 6, 1948. The owners highlighted its 150-car parking lot and arrangement of retail stores on the first story and professional offices on the second story. The owners constructed various additions over the past 75 years, but its architectural form and design remains intact. Woodmoor Shopping Center remains an essential commercial hub for the community.

The growth of the plan area facilitated the establishment of several educational and recreation buildings in this plan area. In 1942, Montgomery County School Board of Education opened two elementary schools named North Four Corners (formerly near 321 University Boulevard West) and South Four Corners (the current Pinecrest Elementary School). Residents lobbied the M-NCPPC for the construction of two recreation centers near the elementary schools. These efforts resulted in the construction of the South Four Corners Recreation Building in 1945 (presently known as the Pinecrest Recreation Center) and the North Four Corners Recreation Building in 1956. Montgomery County School Board continued to open additional facilities including Northwood High School at 919 University Boulevard West in 1956 and Forest Knolls Elementary School in 1960.

Many institutional, civic, and religious buildings of different faiths opened or expanded during this period of suburbanization. In 1948, the Silver Spring Volunteer Fire Department established a fire station, costing \$37,000, at 108 University Boulevard West. Papa John's Pizza presently occupies this building. The Woodmoor Post Office, formerly situated at the Woodmoor Shopping Center, inaugurated a new branch at 110 University Boulevard West to cater to around 47,000 patrons.

Suburbanization Near Wheaton

Suburbanization of the western section of the University Boulevard Corridor Plan occurred later towards the mid-twentieth century. In 1947, real estate developers and capitalists recognized opportunities for the growth of Downtown Wheaton which retained its rural character as a small crossroads community. The subdivision of farmland and the planned construction of thousands of single-family houses, however, fueled further residential and commercial development. As stated in the *Sunday Star* in 1947:

To them [Wheaton Chamber of Commerce] Wheaton isn't just four corners, located 6 miles beyond Silver Spring—three filling stations, a grocery store, a combination drug and sundry shop, a hardware store, a beauty shop and an inn. They see it as the nucleus of an expanding and thriving community.

Sunday Star, December 7, 1947

Developers then created the subdivisions of Wheaton Knolls (1946), Glenhaven (1947-1955), Chestnut Hills (1948-1952), Wheaton Forest (1950-1953), Parkway (1955), Sligo Estates (1955), Forest Knolls (1956-1959), Kemp Mill Estates (1958-1960). By 1955, the booming residential and commercial communities surrounding Wheaton—considered to be one of the most densely populated areas of Montgomery County—consisted of approximately 40,000 persons. The opening of Wheaton Plaza (1954-1960), the first regional shopping mall in Montgomery County, acted as a catalyst for additional residential developments and served as a transitional retail space for consumer spending habits away from traditional main streets such as Silver Spring. In 1963, the mall was ranked as the fourth largest shopping center in the United States.

Improvements to University Boulevard in the Mid-Twentieth Century and Opening of the Capital Beltway

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

1. It is clogged with the heaviest traffic of any Maryland State highway in its class.
2. It has no curbs and few adequate shoulders to provide drainage and safety.
3. Its blind curves and its narrowness invite death to motorist and pedestrians alike.
4. Every main intersection becomes a traffic bottleneck.
5. Hidden entrances are commonplace.

6. Power poles, fire hydrants, bridge and culvert walls, trees and undergrowth crowd its edges.
7. It is treacherous when wet.
8. Its surface is pitted and uneven.
9. Sudden short inclines impair visibility.
10. Buses and trucks slow traffic down to a walk.

Sunday Star, January 30, 1955

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

The southern end of the University Boulevard Corridor study area consists of the interchange of the Capital Beltway with University Boulevard. The Capital Beltway—which forms a loop around Washington, D.C.—started construction in 1955 and opened in 1964. The new road alleviated traffic on local east-west routes such as University Boulevard, improved access to parts of Montgomery County, increased accessibility to employment centers, and spurred further residential and commercial development. In the plan area, the Capital Beltway displaced numerous households and the Indian Spring Country Club which it bisected. Montgomery Blair High School opened on the remainder of the former Indian Spring Golf Course property located north of the Beltway in 1998.

Development of Inwood House

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

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

Washington Post, August 19, 1980

Inwood House continues to empower its residents and offer an independent lifestyle with its accessible apartments.

Development at Arcola Area and the Kemp Mill Shopping Center

Residents, real estate developers, and M-NCPPC started discussion regarding the development of the Arcola area in the 1950s. The *Evening Star* reported that suburban development north of this region was delayed due to the lack of adequate water and sewer lines. M-NCPPC devised to curtail sprawl of the downtown shopping center to suburban communities and develop “varied types of housing—to ‘break up’ the pattern of small-lot, closely-built housing which marks most of Wheaton’s neighborhoods.” The *Kemp Mills-Four Corners & Vicinity Master Plan* (1967) recommended development of the present-day Kemp Mill Shopping Center (constructed ca. 1970) to provide convenient shopping for the surrounding suburban developments, the establishment of the Kemp Mill Urban Park, townhouse development between the apartments and the shopping center, limitations on the expansion of high-rise apartments, and retention of the Parkland Pool.

Growth of the Jewish Community at Kemp Mill

Montgomery County’s Jewish population remained negligible prior to the 1940s when the majority of the Jewish population living in the District of Columbia. The few Jewish families who resided in the county utilized synagogues and facilities in the nation’s capital. Following World War II, the expansion of the Federal government and subsequent rapid population growth, white-flight from the District of Columbia, and housing opportunities compelled many Jewish Washingtonians to relocate or establish homes in Montgomery County. Jewish people moved en masse to three major communities: Chevy Chase, Bethesda, and Silver Spring. While de jure and de facto segregation continued to impact the Jewish community in Montgomery County, evidence suggests that the land developers—some of whom were Jewish themselves—placed no racial restrictive covenants explicitly against Jewish people in the University Boulevard Corridor Plan area.

There are multiple Jewish synagogues and institutions within or adjacent to the University Boulevard Corridor plan. Jewish residents established the conservative Har Tzeon congregation in 1951. At first, members temporarily held classes and services at various nearby schools and buildings. In 1953, the 250-member congregation purchased the 2-acre property at 1840 University Boulevard West. The following year, they hired architecture firm Daumit & Sargent to design the still intact Modern-styled synagogue valued at \$175,000. Concurrently, the Langley Hebrew Congregation—later renamed Temple Israel—established another conservative synagogue at 420 University Boulevard East (located outside of the University Boulevard Corridor plan boundary). Sources estimated that between 25,500 and 27,000 Jewish residents lived in Montgomery County ca. 1960. In *Jews in Suburbia* (1959), Albert Isaac Gordon described the Wheaton and Silver Spring Jewish community as follows:

Silver Spring and Wheaton together have the largest number of Jewish residents in all of Montgomery County. Though the concentration of Jews in Silver Spring is higher than in any other area in the county, there are no all-Jewish streets or neighborhoods. Jewish families reside over a wide geographical area.

Until the 1960s, Montgomery County lacked an Orthodox Jewish community until the establishment of the Young Israel Shomrai Emunah. Orthodox Jews strictly follow the Melakhoh—39 activities prohibited

during the sabbath including driving—which made suburban living a greater challenge due to the lack of proximity to services. Rabbi Anemer first held bi-weekly services at his Silver Spring home in 1961 before the founders of the congregation established a modest synagogue at 811 University Boulevard West in 1963. The property and one-story concrete block building cost approximately \$50,000. This section of University Boulevard with its access to the Kemp Mill subdivision and nearby commercial and retail stores facilitated the establishment of an Orthodox Jewish community. In 1973, the 150-family congregation opened a second larger synagogue at 1132 Arcola Avenue to better serve distant members and the growing community. The Jewish population of Montgomery County reached approximately 70,000 residents ca. 1980. By the 1990s, newspapers estimated that Orthodox Jewish residents accounted for over 25 percent of the families of Kemp Mill. The *Washington Post* described the area as a “Jewish haven” and stated:

The neighborhood, near Silver Spring in Montgomery County, is the largest Orthodox Jewish community in the Washington area, and is considered to be the largest between Baltimore and Miami. It is a newer, suburban version of an ethnic community, where the Hebrew bookstore and the kosher butcher are found in a strip shopping center and the Nut House, the region’s only kosher pizza parlor, closes on Friday evening for the Sabbath.

The Jewish population experienced various acts of discrimination in Montgomery County. In the 1930s and 1940s, the number of racial restrictive covenants targeting Jewish residents increased dramatically throughout the county. This trend corresponded with anti-immigrant and anti-Jewish rhetoric spreading across America and the start of the burgeoning Jewish community in Bethesda, Chevy Chase, and Silver Spring. Between 1981 and 1982, antisemitic acts increased from 25 to 98. In 1989, a series of vandalism and antisemitic acts at the Kemp Mill included damage to personal property (broken windshields), vandalism at Jewish institutions such as the Boys Campus at the Yeshiva of Greater Washington at 1260 Arcola Avenue, written racist epitaphs such as “All Jews Must Die Now” and painted swastikas, and increased incidents of harassment. These acts upset a population with direct relatives who died or suffered during the holocaust. During these incidents, newspaper articles recalled an undeterred community who expressed the support of the diverse community that lived at Kemp Mill.

Opening of the Nichiren Shoshu Myosenji Temple at 310 University Boulevard West

Buildings associated with Buddhism do not appear in central Maryland until the late twentieth century, coinciding with the arrival of large numbers of immigrants from Southeast Asia where Buddhism is more prevalent. Many Buddhist places of worship seen in the Maryland suburbs of Washington, DC, such as Silver Spring, were based in residential homes along or near major thoroughfares. Groups of worshippers would often meet in existing buildings, typically residences, before constructing purpose-built worship spaces.

In March 1963, the High Priest Nikken Shonin arrived in Washington, D.C., as the first Nikken Shonin priest to visit the capital. In 1972, Reverend Yogaku Iwaki was appointed the first chief priest of Nichiren Shoshu Temple located in a residential house in Hyattsville. In 1979, groundbreaking for the first purpose-built Nichiren Shoshu Temple occurred at 310 University Boulevard East. On December 6,

1980, the new temple opened, and the Chief Priest Reverend Daido Nakamoto installed. It is one of six Nichiren Shoshu Temples in the United States and is likely the first purpose-built temple in the county. Myosenji Temple serves the southeastern portion of the United States.

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**ROMEO AND ELSIE HORAD HOUSE (#31-87)
2118 UNIVERSITY BOULEVARD WEST
SILVER SPRING, MD 20902**

**MASTER PLAN HISTORIC SITE DESIGNATION FORM
APRIL 2024**



 **Montgomery Planning**

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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1. NAME OF PROPERTY

Historic Name: Romeo and Elsie Horad House
Current Name: Iglesia Cristiana Canaán Church
Maryland Inventory of Historic Properties #: 31-87

2. LOCATION OF PROPERTY

Address Number and Street: 2118 University Boulevard West
County, State, Zip: Wheaton, Montgomery County, Maryland, 20902

3. ZONING OF PROPERTY

R-60: The intent of the R-60 zone is to provide designated areas of the County for moderate density residential uses. The predominant use is residential in a detached house. A limited number of other building types may be allowed under the optional method of development.

4. TYPE OF PROPERTY

A. Ownership of Property

- Private
- Public
- Local
- State
- Federal

B. Category of Property

- Private
- Public
- Local
- State
- Federal

C. Number of Resources within the Property

Contributing	Noncontributing
<input checked="" type="checkbox"/> Buildings	<input type="checkbox"/> Buildings
<input type="checkbox"/> Structures	<input checked="" type="checkbox"/> Structures
<input type="checkbox"/> Objects	<input type="checkbox"/> Objects
<input type="checkbox"/> Archaeological Sites	<input type="checkbox"/> Archaeological Sites
<input checked="" type="checkbox"/> Total	<input checked="" type="checkbox"/> Total

D. Listing in the National Register of Historic Places: The property has not been evaluated for the National Register of Historic Places.

5. FUNCION OR USE

Historic Function(s): DOMESTIC: Single family dwelling

Current Function(s): RELIGION: Church-related facility

6. DESCRIPTION OF PROPERTY

Site Description: The Romeo and Elsie Horad House is located at 2118 University Boulevard West, approximately one-quarter mile southeast of the intersection of Georgia Avenue and University Boulevard West in downtown Wheaton, Maryland (*App. 1, Fig. 1*). The house presently serves as a church-related facility for the adjacent Iglesia Cristiana Canaán Church at 2100 University Boulevard West. The house and a non-historic gazebo are sited on a deep, rectangular .77-acre parcel. The property is bound by: University Boulevard West to the north; Iglesia Cristiana Canaán Church to the east; a vacant lot to the south; and a single-family dwelling (converted to an office) and an office building to the west.

The house is sited towards the northern extent of the property and setback approximately 25' from the public sidewalk. The property (including the front) is bound primarily by a chain link fence pierced by an asphalt driveway from University Boulevard West. The driveway extends along the west (side) and south (rear) of the house to provide access to a larger parking area and an attached single-car garage entryway on the rear elevation. A concrete pathway from the driveway bisects the front yard and provides access to the front door. The pathway continues to wrap around the east (side) elevation of the dwelling and adjoins the asphalt parking area at the rear. On the east side of the dwelling, a concrete pathway (installed ca. 2017) extends from the house towards the Iglesia Cristiana Canaán Church. The former property owners installed a non-historic gazebo ca. 2005 towards the southern extent of the property. In 2016, the gazebo was relocated to its present location (southeast of the house). Aerial photographs of the property show two non-extant accessory building towards the rear property demolished ca. 2005 and ca. 2016. Presently, the rear yard is covered mostly by manicured lawns with scattered trees (*App. 1, Fig. 7*).

Architectural Description (App. 4, Figs. 1-4):

Romeo and Elsie Horad built the Colonial Revival (Georgian) style house at 2118 University Boulevard West in 1938. The Horad family constructed an architecturally impressive dwelling to reflect the success of their locally prominent, African American family. The hipped roof, symmetrically balanced façade, brick veneer, and central door with decorative surround all reflect the defining characteristics of the architectural style, and in turn, the wealth and status of the Horad-Sewell family.

The house consists of a two-story, three-bay, double-pile central block flanked by one-story, single-pile wings. The east and west wings feature an infilled porch now utilized as a secondary entrance and an attached garage, respectively. The wood-frame structural system with a seven-course American bond brick veneer rests on a poured concrete foundation. Architectural embellishments include a modified basket weave belt course between the first and second stories. The walls support low-pitched asphalt shingle, hipped roofs. Two end-wall brick chimneys rise from the wings, pierce the eastern and western slopes of the main roof, and provide a sense of grandeur and formality.

The façade consists of the three-bay main block and single-bay wings. The first story features a centrally located single-leaf, fanlight, four-panel door. A Colonial Revival-styled wood surround with pilasters and a dentilated pediment frames the door. Three-sided canted bay windows with a coursed stone-veneered base and hipped, copper roof flank the entrance. The replacement windows consist of a central, single-light, fixed-sash and one-over-one, double-hung, sash windows.¹ The second story of the main block consists of one-over-one, double-hung, windows.² The eastern wing—likely an infilled porch—contains a secondary entrance. The

¹ The bay windows originally consisted of central six-over-six, double-hung, wood windows and four-over-four, double-hung, wood windows. These windows were replaced ca. 2015.

² The second stories originally featured a centrally located six-over-six, double-hung, wood-sash window and eight-over-eight, double-hung, wood-sash windows.

single-leaf, single-light, two-panel door with sidelights. The western wing contains a simple ribbon of three fixed windows.³

See Appendix 6: Maryland Inventory of Historic Properties Form for a detailed description of each elevation.

7. STATEMENT OF SIGNIFICANCE

A. Applicable Designation Criteria as described in Chapter 24A: Historic Resources Preservation, §24A-3, Montgomery County Code

The Romeo and Elsie Horad House meets three of the nine designation criteria as described in §24A-3 of the Montgomery County Code. See Section J of this report for a detailed analysis.

B. Statement of Significance:

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

C. Period of Significance: 1938-1968

D. Significant Dates: 1938 (construction)

E. Significant Persons: Romeo William Horad, Sr. and Elsie Glendora Sewell Horad

F. Areas of Significance: African American Heritage; Social History

G. Architect/Builder: Unknown

H. Narrative:

Historic Context: Richard and Maria Mitchell to Charles and Jane Webster (1857-1912)

In the mid-1800s, present-day downtown Wheaton consisted of a small, rural, crossroads community. Richard T. Mitchell and Maria J. (nee Leanere) Mitchell, his second wife, acquired the 25-acre “Cross Roads Tavern Farm,” in 1857 that included the subject property.⁴ Mitchell operated a long-standing tavern/inn at the intersection of Union Turnpike (Georgia Avenue) and Bladensburg Road (University Boulevard), and later served as postmaster for Wheaton (*App. 3, Figs. 1-2*).⁵ The property’s proximity to the Union Turnpike—a critical transportation route to and from the District of Columbia—led to its exposure to the movements of the Union and Confederate armies. Between September 2nd and 19th, 1862, the Union Army reportedly appropriated

³ The opening originally consisted of a ribbon of three six-light, wood-sash, casement windows.

⁴ On November 15, 1858, Richard T. Mitchell married Sarah Columbia White. It is assumed that Maria J. Mitchell died. “R.T. Mitchell,” November 15, 1858, Maryland, U.S., Compiled Marriages, 1667-1899, Ancestry; “Richard T. Mitchell,” November 26, 1856, Maryland, U.S., Compiled Marriages, 1667-1899, Ancestry; Montgomery County Circuit Court, “George Taylor and Mary Ann Taylor to Richard T. Mitchell,” January 12, 1857, Liber JGH 5, Folio 595.

⁵ At the start of the Civil War, Mitchell paid a substitute, Charles Brown of Germany, to fight in his stead for the Union. Assessment records show that “Richard F. Mitchell” owned two enslaved persons under 10 years old valued at \$125 in 1858. The 1860 United States Federal Census listed no enslaved persons on the property. “Richard T. Mitchell,” U.S., Appointments of U.S. Postmasters, 1832-1971, Ancestry; “Local Matters.,” *Baltimore Sun*, December 19, 1862, Newspapers.com.

supplies, materials, and crops from the farm valued at \$2,947 by the Mitchells. This included 600 panels of wood fence, 500 bushels of oats, 4 tons of oat straw, 40 acres of corn, 20 acres of beans, 2 acres of potatoes, 125 cords of pine, 10 bushels of onions, and 4 tons of hay. The government later compensated the descendants of the family \$1,200.⁶

The “Cross Roads Tavern Farm” property remained in the Mitchell family until 1882.⁷ Over the next five years, the farm passed to multiple property owners before it was purchased by George Osborne Belt (the son of a wealthy plantation and business owner) and Kate Cissell (*App. 3, Fig. 3*).⁸ The Cissells subdivided the property in 1894 and conveyed “Sub Lot Number Eight,” a one-acre parcel, to African Americans residents Charles and Margaret A. J. (better known as Jane) Webster (*App. 3, Figs. 4-5*).⁹

Charles and Jane (nee Digings) Webster were the grandparents of Elsie Glendora Sewell Horad (*App. 5, Figs 4-5*).¹⁰ The family history “From Jane & Charles Webster to Elle Jackson (Infant), 1842-1991” provided a detailed account of the life of the Websters. Born ca. 1849 in South Carolina, Charles Webster traveled with the Union Army and buried deceased soldiers as a teenager. After the war, he then briefly worked in South America before returning to Maryland.¹¹ Webster met Jane Digings (his wife born ca. 1850 in Wheeling, West Virginia) and the couple married on July 17, 1868, in Montgomery County.¹² The 1870 United States Federal Census recorded the Websters with their first son Edward living near Barnesville where Charles Webster worked as a farm laborer.¹³ Ten years later, the growing family (six children) including their daughter Martha V. Webster—Elsie Horad’s mother—still resided in the County.¹⁴ In 1894, the Websters purchased the family’s first one-acre property from the Cissels.¹⁵ The deed noted the purchase of the land for \$200, but the Websters were indebted to the Cissels for an additional \$500.¹⁶ In all likelihood, the Websters built their house near the time of purchase (*App. 5, Fig. 1*).¹⁷ The family history stated that the Websters leased, farmed, harvested, and marketed produce from the surrounding land in addition to their property.¹⁸ Descendants described life at the Webster farm:

Life at Wheaton in the old days involved horses, purchased at Chic-Co-Teague (sic) Island, who for the most part were wild. It involved cows, pigs, chicken, geese, turkey and all other farm animals. There was a summer kitchen where the “hands” would come from the fields to eat. A typical mid day meal would be boiled ham, fried chicken, string beans and boiled potatoes, fresh corn on the cob and tomato and lettuce salad would be served. There was a smoke house that always had an inviting aroma. The chicken house was in back of the meat house and was filled with Plymouth Rock chickens. The barn I remember was the second barn on the farm. The first was struck by light[n]ing and burned to the ground.¹⁹

The Websters joined a burgeoning Black community in Wheaton. In 1873, African Americans residents Henry Gaither, Jerry Gaither, and Henry Walker acquired a single acre at present-day 11005 Dayton Street for an

⁶ United States Senate, 60th Congress, 2d Session, “Sarah C. Mitchell, Executrix,” Document No. 655, 1909, HathiTrust.

⁷ Montgomery Circuit Court, “Richard T. Mitchell and Sarah C. Mitchell to Emory Berry,” May 6, 1882, Liber EBP 26, Folio 382.

⁸ Montgomery Circuit Court, “Emory Berry to Bernard Tamblyn,” August 1, 1882, Liber EBP 26, Folio 367; Montgomery Circuit Court, “Bernard and Anna Tamblyn to James Wraight,” September 12, 1882, Liber EBP 27, Folio 991; Montgomery Circuit Court, “James Wraight to George O. B. Cissel,” August 13, 1887, Liber JA 6, Folio 233.

⁹ Staff was unable to find the plat of the subdivision by Cissel, but it is referenced in the conveyance to Charles Webster. Montgomery Circuit Court, “George O. B. Cissel and Kate S. Cissel to Charles Webster,” April 16, 1894, Liber JA 42, Folio 351.

¹⁰ The spelling of Jane’s maiden name in archival records vary between Digings, Diggins, and Didgins.

¹¹ “From Jane & Charles Webster to Elle Jackson (Infant), 1842 to 1991,” Papers of Sewell Horad.

¹² “Charles Webster and Jennie Didgins,” July 17, 1868, Maryland, U.S., Compiled Marriages, 1667-1899, Ancestry.

¹³ 1870 United States Federal Census, “Chas Webster,” Ancestry.

¹⁴ 1880 United States Federal Census, “Charles Webster,” Ancestry.

¹⁵ Montgomery Circuit Court, “George O. B. Cissel and Kate S. Cissel to Charles Webster,” April 16, 1894, Liber JA 42, Folio 351.

¹⁶ Montgomery Circuit Court, “Charles Webster indebted to George O. B. Cissel,” November 9, 1894, Liber JA 47, Folio 212.

¹⁷ “From Jane & Charles Webster to Elle Jackson (Infant), 1842 to 1991,” Papers of Sewell Horad.

¹⁸ “From Jane & Charles Webster to Elle Jackson (Infant), 1842 to 1991,” Papers of Sewell Horad.

¹⁹ “From Jane & Charles Webster to Elle Jackson (Infant), 1842 to 1991,” Papers of Sewell Horad.

African Methodist Episcopal church and cemetery.²⁰ Two years later, Allen Chapel African Methodist Episcopal Church laid the cornerstone of their new building and completed the wood-frame house of worship.²¹ The church also served as the first school for the Black children of Wheaton.²² Toward the end of the nineteenth century, several African Americans families including the Gasaways and Powells started to acquire property on Wheaton Lane at Chestnut Ridge (near the present-day intersection of University Boulevard and Inwood Avenue).²³ The growing population lobbied for the construction of a purpose-built elementary school.²⁴ In 1900, the Board of School Commissioners paid \$200 for a one-acre lot from George O. B. and Katie Cissel for the construction of a one-room segregated Black school for the Wheaton community.²⁵ By 1940, the United States Census specifically enumerated the “Negro Section Called Chestnut Ridge,” which recorded approximately 21 owners and 11 renters with a population of 147 persons (*App. 3, Fig. 6*).²⁶

The Websters were leaders of the Black community in Wheaton and Montgomery County. Charles Webster participated in local Republican political conventions. For example, in 1904, the *Washington Times* listed him as a speaker for a ratification meeting and rally of the “negro Republicans of Wheaton” in support of Roosevelt and other candidates.²⁷ Four years later, Webster, along with African Americans Morton M. Newman (Laytonsville), John Addison (Wheaton), and Frank Wodd (Bethesda), distributed a signed circular—reprinted in the *Washington Times*—to rally African American support to the candidacy of Brainard Warner for Congress.²⁸ Charles Webster’s advocacy extended to education as the School Board appointed him as a trustee to the Wheaton school.²⁹

Historic Context: Martha V. (nee Webster) and Edward B. Sewell (1912-1938)

Martha V. Webster (1874-1974), a daughter of Charles and Jane Webster, married Edward Benjamin Sewell (1876-1960) on February 10, 1897 (*App. 5, Fig. 6*).³⁰ The couple resided in Washington, D.C., primarily on P Street, NW, where they raised three children: Elsie Glendora (1898-1990), Webster (1901-1998), and Bernard (1909-2002). Family tradition holds Martha in high esteem as a guiding influence in the household who stressed the importance of education.³¹ Edward Sewell, her husband, worked for the Chesapeake and Potomac Telephone Company for 37 years and then assisted his son with the management of his medical practice.³²

Martha and Edward Sewell acquired their first parcel in Wheaton in 1912. The couple purchased a .991-acre property from the descendants of the Cissel estate for \$500.³³ This land was between the one-acre property acquired by her parents in 1894 and the one-acre property conveyed to the Board of Education in 1900. The lot had no direct frontage on University Boulevard. Therefore, an unnamed road from University Boulevard

²⁰ Montgomery Circuit Court, “William A. Batchelor and Lucretia Batchelor to Henry Walker, Jerry Gaither, and George Gaither,” September 9, 1873, Liber EBP 11, Folio 28.

²¹ “Allen Chapel African Methodist Episcopal Church,” <http://www.allenchapelame.org> (accessed February 23, 2024).

²² “Allen Chapel African Methodist Episcopal Church,” <http://www.allenchapelame.org> (accessed February 23, 2024).

²³ Montgomery Circuit Court, “William Barnes and Margaret Barnes to William Gasaway,” July 16, 1887, Liber JA 6, Folio 156; Montgomery Circuit Court, “William Barnes and Margaret Barnes to William Gasaway,” May 23, 1891, Liber JA 27, Folio 270; Montgomery Circuit Court, “Charles Coupard and Isabelle Coupard to William Powell,” November 1, 1888, Liber JA 11, Folio 446; Montgomery Circuit Court, “Charles Coupard and Isabelle Coupard to Henson Gasaway,” December 14, 1886, Liber JA 4, Folio 67.

²⁴ In 1910, the Black population in this section of Wheaton consisted of approximately 90 individuals based on an analysis of the 1900 United States Federal Census.

²⁵ Montgomery Circuit Court, “George O. B. Cissell and Kate S. Cissell to Board of County School Commissioners of Montgomery County,” April 19, 1900, Liber TD 14, Folio 317.

²⁶ The Chestnut Ridge community expanded from Georgia Avenue to Inwood Avenue. 1940 United States Federal Census, Election District 13, Wheaton, “Negro Section Called Chestnut Ridge,” Sheets 61A-62B, Ancestry.

²⁷ “Wheaton Republicans to Open Campaign,” *Washington Times*, September 16, 1904, Chronicling America.

²⁸ “Warner’s Political Contest,” *Washington Times*, April 1, 1908, Newspapers.com.

²⁹ “Rockville and Vicinity,” *Evening Star*, June 7, 1906, Newspapers.com.

³⁰ “Martha V. Webster,” February 10, 1897, District of Columbia, U.S., Compiled Marriage Index, 1830-1921, Ancestry.

³¹ “From Jane & Charles Webster to Elle Jackson (Infant), 1842 to 1991,” Papers of Sewell Horad.

³² “Washingtonians You Should Know: Edward B. Sewell,” *Afro-American*, August 23, 1941, Proquest.

³³ Montgomery Circuit Court, “Charles W. Prettyman to Edward B. Sewell and Martha V. Sewell,” May 11, 1912, Liber JLB 228, Folio 84.

provided access to the .991-acre lot and the Wheaton School (*App. 3, Figs 5, 7-8*). In 1922, the Sewells acquired an adjacent, smaller, .4-acre parcel to the southeast.³⁴ It is unknown how the Sewells utilized the properties as their primary residence remained in Washington, D.C. until the death of Martha's father in 1927.³⁵ The United States Geological Survey's *Washington and Vicinity Map* (1917) and Frank H. Klinge's *Property Atlas of Montgomery County, Maryland* (1931) depict multiple dwellings on the Webster and Sewell parcels.³⁶ Family histories noted several residences lived in by family members, but the exact number of houses and outbuildings on these lots remain unclear (*App. 3, Fig. 10 and App. 5, Figs. 1-2*).³⁷

Charles Webster died on December 21, 1927, and left his property to his daughter Martha Sewell. Family tradition notes the Sewells moved to Wheaton to assist Jane (Martha's elderly mother) with management and upkeep of the land. Martha and Edward Sewell now owned the entire Wheaton property that would comprise the Romeo and Elsie Horad House—the western halves of the one-acre parcel acquired in 1894 and the .991-acre parcel purchased in 1912. In 1938, the Sewells re-subdivided these stacked lots into two distinct parcels that both fronted University Boulevard (*App. 3, Fig. 9*). The parents conveyed the western lot to their daughter and son-in-law, Elsie and Romeo Horad.

Historic Context: Romeo William Horad and Elsie Glendora Sewell (1938-1990)

Romeo William Horad is the son of William Fenton Horad (ca. 1856 – 1934) and Belle (nee Williams) Horad (ca. 1862 – 1926).³⁸ The couple married in Alexandria, Virginia, on November 14, 1879, and resided in the city.³⁹ William and Belle worked as a railroad laborer and domestic laborer (washer), respectively. In the 1880s, the Horads moved to the District of Columbia where they raised a large family including Clara (1879), Fred (1883), Romeo (ca. 1893), Washington (1895), Emma (1896), Edgar (1899), and Florence (1903).⁴⁰ During Romeo's youth, the Horads briefly relocated to Barbour County, West Virginia, and Pittsburgh, Pennsylvania, but returned to Washington, D.C., by 1910.⁴¹ William and Belle gained employment as a painter and dressmaker, respectively.

³⁴ Montgomery Circuit Court, "Dorsey M. Thompson to Edward B. Sewell and Martha V. Sewell," August 31, 1922, Liber 320, Folio 264.

³⁵ "From Jane & Charles Webster to Elle Jackson (Infant), 1842 to 1991," Papers of Sewell Horad; Sewell Horad and Evelyn Horad, interview by Dr. David Rotenstein, May 30, 2017, "Sewell and Evelyn Horad Oral History Interview."

³⁶ Frank Sutton, *Washington and Vicinity, Maryland, District of Columbia, Virginia* (1917), Library of Congress; Frank H. Klinge, *Property Atlas of Montgomery County, Maryland* (1931), Montgomery Planning.

³⁷ This house was rented to tenants as well. "From Jane & Charles Webster to Elle Jackson (Infant), 1842 to 1991," Papers of Sewell Horad; Sewell Horad and Evelyn Horad, interview by Dr. David Rotenstein, May 30, 2017, "Sewell and Evelyn Horad Oral History Interview."

³⁸ The approximate date of birth of William Fenton and Belle Fenton are based on the 1900 United States Federal Census. The marriage record for the couple lists William and Belle's year of birth as 1851 and 1861, respectively. Family histories list their date of birth as 1859 and 1862. "Fonton [sic] Horad," Virginia, U.S., Select Marriages, 1785-1940, Ancestry; 1900 United States Federal Census, "Fenton Horad," Ancestry.

³⁹ William F. Horad, a widower, had at least three children (William, Charles, and Fenton) during his first marriage to Susan Horad in the 1870s. "Fonton Horad," Virginia, U.S., Select Marriages, 1785-1940, Ancestry; 1880 United States Federal Census, "Fenton Hord," Ancestry; "Fenton Horad," Alexandria, Virginia, City Directory (1881), U.S., City Directories, 1822-1995, Ancestry.

⁴⁰ Archival records document Romeo's year of birth between 1893 and 1895. The date of birth, September 26th, remains consistent across various records. Romeo's headstone listed his year of birth as 1894, and his World War I and II registration cards listed his year of birth as 1895. The District of Columbia Birth Returns, however, recorded Fenton and Belle Horad with having twins (one son and one daughter) on September 26, 1893. Unfortunately, the couple lost a newborn girl (likely the twin of Romeo Horad) on November 17, 1893. Belle and William Horad suffered the death of multiple children as the 1910 United States Federal Census recorded Belle as the mother of thirteen children, six of whom had died. The 1900 United States Federal Census confirms the earlier date of birth as it lists his month and birth year as September 26, 1893. 1900 United States Federal Census, "Fenton Horad," Ancestry; 1910 United States Federal Census, "Fenton Horad," Ancestry.

⁴¹ The 1900 United States Federal Census listed the family in Barbour County, West Virginia. Romeo Horad recollected in a 1950s interview that he delivered newspapers in his youth in Pittsburgh, Pennsylvania, and a family oral history noted this location as well. 1900 United States Federal Census, "Fenton Horad," Ancestry; 1910 United States Federal Census, "Fenton Horad," Ancestry; "Recipe for Success," *Afro-American*, May 12, 1951, Proquest.

The Horads recognized the importance of education. Romeo was enrolled at the segregated Lucretia Mott Elementary School at 4th Street and U Street, Northwest, where he served as the President of the Mott School Athletic Association.⁴² In 1912, Romeo attended the segregated M Street High, known as one of the most prestigious educational institutions for African Americans students. He graduated with a diploma from the school's Department of Business program in 1916.⁴³ At M Street High, Romeo likely met Elsie Glendora Sewell who graduated the same year.⁴⁴

On February 22, 1918, Romeo and Elsie Sewell married in Alexandria, Virginia.⁴⁵ Five days later, Romeo entered the military with his younger brothers William and Edgar for World War I.⁴⁶ He served as a Regimental Sergeant Major in the 92nd Division, 317th Ammunition Train, Headquarters Detachment. On June 15, 1918, Romeo deployed overseas aboard the Covington which landed in Brest, France.⁴⁷ Records suggest that he worked as a court reporter.⁴⁸ After the armistice, Horad returned to the United States aboard the H.M.S (Her Majesty's Service) Aquitania on February 22, 1919, completing nine months of foreign service.⁴⁹

Romeo and Elsie Horad started their life together upon his return from the war. The couple resided in Washington, D.C., where they rented a unit on P Street, Northwest.⁵⁰ Romeo gained employment as a typist and stenographer for the Navy's Inter-Departmental Social Hygiene Board where he earned \$1,300 annually.⁵¹ On February 1, 1920, Romeo and Elsie welcomed their first child, Romeo William Horad, Jr. The Horads' time together must have been brief or disjointed during their first few years of their married life. Romeo attended Western Case University in Cleveland, Ohio, where he graduated with a Bachelor of Arts in 1922.⁵² Elsie enrolled at the Minor Normal School (later named the D.C. Teacher's College) and graduated in 1923.⁵³ While attending school and raising her first child, Elsie had her second child, Sewell D. Horad, on January 26, 1922. The District of Columbia hired her as a probationary teacher for the following school year at the Garrison School.⁵⁴ She remained a teacher with the public school system for 37 years.⁵⁵

Romeo returned to Washington, D.C. and enrolled at Howard University School of Law in 1923. The 44-student body class elected him Vice-President for their class.⁵⁶ In 1925, Charles Hamilton Houston—an American lawyer and educator who established the framework for racial desegregation—joined the faculty, which may have resulted in their future partnerships. Romeo, along with just 60 percent of his initial class, graduated from Howard Law School at the end of the year.⁵⁷ While the couple experienced professional

⁴² "Join Public School League," *Washington Herald*, January 10, 1911, Chronicling America.

⁴³ Numerous articles, biographies, and oral histories stated that he attended the Minor Normal School, but staff found no archival records to collaborate his years of his attendance. "Dignity of Labor Theme of Address," *Evening Star*, June 20, 1916, Newspapers.com; "5,000 At Graduation," *Washington Post Star*, June 20, 1916, Newspapers.com;

⁴⁴ Elsie Glendora Sewell was listed as a graduate of M Street School the same year as Romeo William Horad.

⁴⁵ "Romeo William Horad and Elsie Glendora Sewell," February 22, 1918, Virginia, Bureau of Vital Statistics, County Marriage Registers, 1853-1935, FamilySearch.

⁴⁶ "Horad, Romeo William," Veterans Affairs Master Index, 1917-1940, FamilySearch.

⁴⁷ "Romeo W. Horad," June 15, 1918, Covington, U.S., Army Transport Service Arriving and Departing Passenger Lists, 1910-1939.

⁴⁸ Horner, John V., "Romeo W. Horad, Candidate for Council, Backs Equity," *Evening Star*, December 27, 1948, Newspapers.com.

⁴⁹ "Romeo W. Horad," February 22, 1919, Aquitania, U.S., Army Transport Service Arriving and Departing Passenger Lists, 1910-1939.

⁵⁰ 1920 United States Federal Census, "Horad, Romeo," Ancestry.

⁵¹ Department of the Census, *Official Register of the United States 1921* (Washington, D.C.: Government Printing Office, 1922), 624, Archive.org.

⁵² "Washingtonians You Should Know: Romeo W. Horad," *Afro-American*, February 15, 1941, Proquest; Horner, John V., "Romeo W. Horad, Candidate for Council, Backs Equity," *Evening Star*, December 27, 1948, Newspapers.com; Sewell Horad and Evelyn Horad, interview by Dr. David Rotenstein, May 30, 2017, "Sewell and Evelyn Horad Oral History Interview."

⁵³ "110 Girls Graduate at Miner Normal," *Evening Star*, June 22, 1923, Newspapers.com.

⁵⁴ "James T. Lloyd is Reelected DC School Board President," *Evening Star*, July 2, 1924, Newspapers.com.

⁵⁵ "Elsie Horad, D.C. Teacher, Real Estate Agent, Dies at 91," *Washington Post*, August 11, 1990, Proquest.

⁵⁶ Washington Horad, his brother, enrolled at the Law School as well. Howard University, *The Bison: 1923* (Washington, D.C.: Howard University, 1923), 99.

⁵⁷ Howard University, *The Bison: 1925* (Washington, D.C.: Howard University, 1923), 96-104.

success, the Horad family faced difficult times with the death of Florence Horad Crawford (his sister) in 1923, Belle Horad (his mother) in 1926, and Charles Webster (Elsie's grandfather) in 1927.⁵⁸

Romeo joined the District of Columbia's Office of the Recorder of Deeds in 1926. He first served under Recorder of Deeds Arthur G. Froe, an African American politician and lawyer from West Virginia, who Calvin Coolidge appointed to the prestigious position.⁵⁹ Horad earned \$1,740 per year as part of the staff in 1928.⁶⁰ The following year, he received a year-long sabbatical from the Office of the Recorder of Deeds to clerk for the Municipal Court.⁶¹ He returned before the completion of the year when the United States Chamber of Commerce successfully petitioned the new Recorder of Deeds (Jefferson S. Coage) to appoint Horad as the Executive Secretary. In 1934, President Roosevelt selected Dr. William J. Thompkins as the Recorder of Deeds.⁶² Under his leadership, Horad modernized the land record system for the District of Columbia. He had developed this system over a period of years and implemented the system for \$200,000.⁶³ As stated in the *Northwest Enterprise* (Seattle, Washington):

The new system was designed by Romeo W. Horad, executive secretary to the recorder. It comprises a scientific and concise yet simplified compilation of facts concerning each deed filed in the office, eliminating the necessity of searching through the time-worn bound volumes in which the records formerly were kept.⁶⁴

Three years later, in 1939, the *Afro-American* and the *Chicago Defender* reported that Thompkins removed Horad from the position citing "for the good of the service" after rumored conflicts between the two men.⁶⁵ At that time, Horad earned a salary of \$2,600 per year.⁶⁶ He used the opportunity to pivot from government service to establish R.W. Horad Realty Inc., seek his own political aspirations, and fight for the equitable treatment of African Americans.⁶⁷

Romeo and Elsie Horad moved their family (Romeo Jr., Sewell, and Martha) from Washington, D.C., to Elsie's ancestral family land in Wheaton in 1939. Racial segregation, in particular racial restrictive covenants, limited opportunities for African American homeownership in Montgomery County and the Washington, D.C. region. In Montgomery County, this often required African American families to subdivide existing owned property to increase the number of dwellings units. In 1938, Martha V. and Edward B. Sewell split their Wheaton property into two lots and gifted Lot 1 to the Horads (*App. 3, Fig. 9*).⁶⁸ The couple then built and moved into the subject Colonial (Georgian) Revival house the following year. In a later interview with the *Evening Star*, Horad expressed the following sentiment to a reporter regarding their home:

Of his accomplishments, Romeo W. Horad seems proudest of the home he built ... at 11308 Old Bladensburg Road [present-day 2118 University Boulevard West], Silver Spring. The air-conditioned, Georgian house is evidence of what Negroes can do if given the opportunity. To him,

⁵⁸ "Crawford, Florence," *Evening Star*, October 10, 1923, Chronicling America; "Horad, Belle," *Evening Star*, May 7, 1926, Newspapers.com; "Webster, Charles" *Evening Star*, December 22, 1927, Newspapers.com.

⁵⁹ "Washingtonians You Should Know: Romeo W. Horad," *Afro-American*, February 15, 1941, Proquest; Horner, John V., "Romeo W. Horad, Candidate for Council, Backs Equity," *Evening Star*, December 27, 1948, Newspapers.com.

⁶⁰ "Pay Raise Order Follows Censure of Deeds Recorder," *Evening Star*, December 14, 1928, Newspapers.com.

⁶¹ "Frank Adams Named Assistant District Attorney," *Kansas City American*, December 19, 1929, Newspapers.com.

⁶² "Washingtonians You Should Know: Romeo W. Horad," *Afro-American*, February 15, 1941, Proquest; Horner, John V., "Romeo W. Horad, Candidate for Council, Backs Equity," *Evening Star*, December 27, 1948, Newspapers.com.

⁶³ "New Recording System Far Cry from Slave Deals," *Baltimore Afro-American*, September 26, 1936, ProQuest.

⁶⁴ The Horads professional success again coincided with family loss. In 1936, William F. Horad, Romeo's father, died at Freedmen's Hospital. "Negro Clerical Workers Installing Indexing System," *Northwest Enterprise*, November 25, 1936, Newspapers.com; "Horad, Rev. William Fenton," *Evening Star*, January 2, 1934, Newspapers.com.

⁶⁵ "Romeo Horad Ousted, Report," *Afro-American*, March 25, 1939, Newspapers.com; "Secretary to Recorder of Deeds Fired," *Chicago Defender*, April 8, 1939, ProQuest.

⁶⁶ "Secretary to Recorder of Deeds Fired," *Chicago Defender*, April 8, 1939, ProQuest.

⁶⁷ "Romeo Horad, 74, Head of D.C. Real Estate Firm," *Washington Post*, November 4, 1968, Proquest.

⁶⁸ Montgomery Circuit Court, "Edward B. Sewell and Martha V. Sewell, Subdivision of Sewell Tract near Wheaton, Montgomery County, Maryland," (1938), Plat No. 928; Montgomery Circuit Court, "Edward B. Sewell and Martha V. Sewell to Elsie S. Horad and Romeo W. Horad," February 1, 1938, Liber CKW 694, Folio 431.

it is proof that the race appreciates the advantages of modern living and is entitled to a chance to enjoy them.⁶⁹

The Horads became involved in local and state politics in Montgomery County and Washington, D.C. At that time, African Americans held no political power in Montgomery County. Historic records suggest that the couple joined the “Montgomery County Colored Republicans” in the late 1920s. Romeo and Elsie Horad had been elected Secretary and to the Executive Committee representing Wheaton, respectively.⁷⁰ After relocating to the county, Romeo and Elsie increased their participation with the group. In 1940, the organization elected Romeo as Chairman of the Executive Committee and he received their endorsement to be a delegate to the State Republican Convention, but it remains unknown if he filed the papers to run.⁷¹ The following year, the *Afro-American* profiled Horad as part of their “Washingtonians— You Should Know” series. The paper noted that he focused on his family, work, and home (*App. 5, Fig. 8*).⁷² In 1944, Horad then ran to be a delegate to the State Republican Convention. As reported in *The News* (Frederick, MD), he was the first Montgomery County resident to file for the position. He failed to be elected but received 753 votes.⁷³

After starting his new career in real estate, Horad achieved immediate success and became a member of the Washington Real Estate Brokers’ Association (*App. 5, Fig. 7*).⁷⁴ The association consisted of African American real estate brokers who purchased, sold, financed, and managed properties in Washington, D.C. In 1944, he represented the organization and testified before the United States Senate Subcommittee of the Committee of the District of Columbia. The subcommittee was authorized to investigate the National Capital Housing Authority and make recommendations regarding its future policies. Horad stated that he and the organization were invested in the congressional hearings as the issue affected their profession and impacted the homes of African American residents. He explored with the subcommittee the root causes of the slum-like conditions in Washington, D.C. Horad explained three components that led to these conditions: increase in population, racial restrictive covenants, and community agreements. He stated:

...There has been no opportunity afforded the colored renter or the colored home purchaser to expand. On the other hand there has been relief afforded the white renter and the white home purchaser. He has found relief in the outlying counties; that is to say, he has had the privilege of buying the home of his liking in Montgomery County, Prince Georges County, and in fact in all of the counties surrounding the District of Columbia. As a result of this condition, the colored citizen has had to do one of two things. He has had to go into the attics of existing houses or into basements. There are many basements in the District of Columbia that prior to this condition were considered not fit for habitation. People are living in them now.⁷⁵

Horad’s testimony made headlines in the *Afro-American* who published an article titled “Hitler Preaches Ghetto System, U.S. Practices It” when Horad compared the practice of racial covenants to the creation of ghettos.⁷⁶ This analogy occurred before the widespread knowledge of the German atrocities against Jewish people.⁷⁷ He stated, “The colored people have been forced to live under these unholy and unhealthy conditions because some

⁶⁹ “Romeo W. Horad, Candidate for Council, Backs Equity,” *Evening Star*, December 27, 1948, Newspapers.com.

⁷⁰ “Colored Republicans Elect,” *Evening Star*, August 30, 1928, Chronicling America.

⁷¹ “Colored Republican Club Reorganized in County,” *Evening Star*, April 14, 1940, Newspapers.com.

⁷² “Washingtonians You Should Know: Romeo W. Horad,” *Afro-American*, February 15, 1941, Proquest.

⁷³ The last delegate selected received at least 388 more votes. “Files as Delegate,” *The News (Frederick, MD)*, March 16, 1944, Newspapers.com; “GOP Contests Due for State Delegate Posts,” *Evening Star*, March 17, 1944, Newspapers.com; “Republican Voter’s Guide,” *Montgomery Sentinel*, April 27, 1944, Newspapers.com; “Lightest Vote Reported,” *Evening Star*, May 2, 1944, Newspapers.com.

⁷⁴ “Real Estate Men Give Annual Outing,” *Afro-American*, July 26, 1941, Proquest.

⁷⁵ Investigation of the Program of the National Capital Housing Authority, *Hearings before a Subcommittee of the Committee on the District of Columbia, United States Senate* (Washington, D.C.: Government Printing Office, 1944), 1035-1040.

⁷⁶ “Hitler Preaches Ghetto System, U.S. Practices It,” *Afro-American*, April 29, 1944, Proquest.

⁷⁷ Between 1942 and 1944, the U.S. State Department and the Office of War Information suppressed reports of Germany’s genocidal campaign. Lawrence Baron, “The Holocaust and American Public Memory, 1945-1960,” *Holocaust and Genocide Studies* 17 (2003): 62-88, Project Muse.

of our citizens share the views of Hitler.”⁷⁸ He noted that Congress had the legislative authority to remedy the use of racial covenants.

In his testimony, Horad stressed the importance of home ownership to the achievement of the American dream and the challenges encountered by African Americans in achieving this dream. He contended that white people had unlimited opportunities in Virginia and Maryland where thousands of homes were under construction in desirable neighborhoods with all modern facilities and utilities. On the other hand, government agencies forced landlords (such as Horad) to reduce the number of African American tenants per unit due to overcrowded conditions in Washington, D.C. that led to the separation of children from their parents.⁷⁹ In another example, he referenced two young women from Boston, who the Horads invited to stay at their home at 2118 University Boulevard West. The women’s parents wanted to buy a home for them in the region, but overcrowding and racial covenants precluded the opportunity to purchase a suitable house.⁸⁰ Horad wanted the same opportunities for African Americans and stated the following points as quoted in his testimony:

1. We feel that better homes constitutes a basis on which to building a better race;
2. It will have its proper psychological effect upon its occupants;
3. It will remove the present inference covering the whole group [African Americans] in the slum areas, that they are just a bunch of slum dwellers, and they are all bad; and
4. I will give them [African Americans] an opportunity to live better and to have a greater and better opportunities for health.⁸¹

In Washington, D.C., Horad’s actions extended beyond providing written and oral testimony to legislative bodies. Horad partnered with Italian American real estate brokers Raphael and Joseph Urciolo—and later Charles Hamilton Houston—to purchase houses with racial restrictive covenants on Adams and Bryan streets in Bloomingdale, Washington, D.C. and resell those properties to African Americans. These actions led to a series of court cases that challenged the legality of racial restrictive covenants. As reported in the *Washington Afro-American*, in *Arthur S. Bishop, et. al. v. Sallie Broadway et. al.*, the plaintiffs charged that Urciolo and Horad conspired to sell, convey, lease, and rent properties to African American residents in violation of the restrictive covenants.⁸² In 1942, Judge Daniel W. O’Donoghue issued a judgement that required Sallie Broadway to vacate 122 Adams Street as her occupancy violated the restrictive covenant prohibiting African Americans.⁸³ Two years later, the District Court of Appeals dismissed the plaintiff’s case with prejudice. The court ruled that these particular racial restrictive covenants were illegal based on legal precedence that established racial covenants void if the demographics of the neighborhood changed from predominately white to African American.⁸⁴ The *Washington Afro-American* reported that suits against Raphael Urciolo and Horad—the original realtors who negotiated the sale of the property—were also dismissed.⁸⁵ While Horad is not a named party in the landmark U.S. Supreme Court case of *Hurd v. Hodge* (a 1948 companion case to the Supreme Court case of *Shelley v. Kraemer* which found racial restrictive covenants unenforceable by the courts of the District of Columbia), his pursuit of challenging racial restrictive covenants contributed to the conditions that allowed this case to exist.⁸⁶

⁷⁸ “Hitler Preaches Ghetto System, U.S. Practices It,” *Afro-American*, April 29, 1944, Proquest.

⁷⁹ Investigation of the Program of the National Capital Housing Authority, *Hearings before a Subcommittee of the Committee on the District of Columbia, United States Senate* (Washington, D.C.: Government Printing Office, 1944), 1035-1040.

⁸⁰ Investigation of the Program of the National Capital Housing Authority, *Hearings before a Subcommittee of the Committee on the District of Columbia, United States Senate* (Washington, D.C.: Government Printing Office, 1944), 1035-1040.

⁸¹ Investigation of the Program of the National Capital Housing Authority, *Hearings before a Subcommittee of the Committee on the District of Columbia, United States Senate* (Washington, D.C.: Government Printing Office, 1944), 1035-1040.

⁸² “D.C. Whites Seek Injunction to Uphold Jim Crow Property Clause,” *Washington Afro-American*, October 11, 1941, Newspapers.com.

⁸³ “Colored Tenant Ordered from Restricted Area,” *Washington Afro-American*, February 25, 1942, Newspapers.com.

⁸⁴ “Adams St. Racial Covenant Illegal,” *Washington Afro-American*, October 14, 1944, Newspapers.com.

⁸⁵ “Adams St. Racial Covenant Illegal,” *Washington Afro-American*, October 14, 1944, Newspapers.com.

⁸⁶ For more information, see Sarah Jane Shoenfeld and Mara Cherkasky, “A Strictly White Residential Section,” *Washington History* 29 no. 1 (Spring 2017): 24-41; Sewell Horad and Evelyn Horad, interview by Dr. David Rotenstein, May 30, 2017, “Sewell and Evelyn Horad Oral History Interview.”

In Montgomery County, Horad focused his political and social activism on the improvement of facilities and infrastructure for African American communities. He led the Citizen's Council for Mutual Improvement for Montgomery County, an organization that represented more than 2,000 community members. In January 1948, Horad, as President of the organization, pressed the County government and school board for immediate improvements and contended that the county had a "total disregard for the needs and desires" of the 8,400 African American residents. He argued that all African American schools were inferior to white schools and threatened legal action absent a remedy. The organization requested the following six items as quoted in the *Alabama Tribune* (Montgomery, Alabama):

1. Immediate attention to colored conditions which they described as 'deplorable;'
2. Improvement of roads leading to colored communities;
3. Removal of 'Jim Crow' signs on public toilets in the Rock[ville] Court House;
4. Extension of water and sewage lines to colored settlements, 'where practicable;'
5. Appointment of some colored policemen; and
6. An opportunity for wealthy colored persons to buy bonds to better facilities.⁸⁷

Later that year, Charles Hamilton Houston—an American lawyer and Civil Rights leader who was Horad's professor during his last year at Howard University—spoke to the organization at a meeting in Rockville. Houston told the organization that "America must learn to live with its Negroes because it is existing in a non-white world."⁸⁸ Horad and the group committed to continued pressure on public officials to improve African American schools, launched a survey of all county schools to determine if equal educational facilities existed, and demand non-segregated playgrounds at Takoma Park. The organization partnered with Dr. Walter G. Daniel, Professor of Education at Howard University, who authored a report that confirmed gross inequities. The Citizen's Council for Mutual Improvement wrote the following, "Continuance of bi-racial character of school organization is inefficient, expensive and can under no circumstance effect an equalization of educational opportunity."⁸⁹ The continued pressure applied by the Horads and community organizations led to the construction of four equalization schools (Emory Grove, Rock Terrace, Sandy Spring, and Edward U. Taylor elementary schools) that provided better facilities and opportunities for Black children in the county. The *Washington Afro-American* recognized Horad on their "Honor Roll" with a merit plaque for outstanding service for his contributions (App. 5, Fig. 10).⁹⁰ The paper stated the following:

Romeo W. Horad...has been selected for organizing and leading the fight in nearby Montgomery County, Md., for better schools, roads, living conditions and the end of jim crow and discriminatory practices.... Through his leadership, the group has brought about the erection of three new schools, now under construction, will get two more consolidated schools and have been promised a new junior high school, junior college, and kindergarten.⁹¹

Horad's civil rights activism culminated in an unprecedented candidacy for political office; no African American had ever been elected to political office in Montgomery County. In 1948, after another unsuccessful run as a delegate to the Maryland State Republican Convention, he joined the race for the 5th District Representative to the newly established Montgomery County Council. Newspapers reported interest due to his groundbreaking candidacy, platform of equity, and backing of African American organizations and residents. The *Evening Star*

⁸⁷ "Marylanders Protest School Negligence," *Alabama Tribune*, January 23, 1948, Newspapers.com; "Montgomery Negroes Ask Better Schools," *Washington Post*, January 14, 1948, Proquest; "County Holds Up Ordinances to Await Rulings," *Evening Star*, March 17, 1948, Newspapers.com.

⁸⁸ "Civil Rights Furor Gives Negroes Balance of Power in Many States," *The Black Dispatch*, October 23, 1948, Newspapers.com.

⁸⁹ "Negro Group Calls on Montgomery Board to 'Equalize' Schools," *Evening Star*, November 15, 1949, Newspapers.com.

⁹⁰ "Honor Roll Winners Given AFRO Merit Plaques," *Washington Afro-American*, May 6, 1950, Newspapers.com.

⁹¹ "AFRO Honor Roll Pays Homage to 10 From Many Walks of Life," *Washington Afro-American*, February 25, 1950, Newspapers.com.

and other national papers such as the *Alabama Tribune* and *Pittsburg Courier* ran a profile of Horad.⁹² Ultimately, he lost the race to the J.D. Bradshaw 8,159 to 1,481 votes, but his candidacy propelled future involvement of African American in local politics.⁹³ Webster Sewell, M.D., Horad's brother-in-law, unsuccessfully ran for a seat on the Montgomery County School Board in 1952.⁹⁴ It was not until the 1970s and 1980s that Montgomery County residents would elect their first African Americans representatives: James Daugherty to the School Board (1970), Roscoe Nix to the School Board (1974), Odessa M. Shannon, first African American woman, to the School Board (1982), and Isaiah Leggett to the County Council (1986).

The subject house at 2118 University Boulevard West remained an important component of the family's political, social, and religious activism. The dwelling served as a tangible connection between the Horads and the African American community in Montgomery County and Maryland. They hosted large gatherings for their religious groups and political allies in the Republican party as the couple pursued the improvement and ultimately desegregation of African American facilities. Evelyn Horad, Romeo and Elsie's daughter-in-law, and Sewell Horad recalled,

Everybody in Washington who knew them came to Wheaton and they had big parties, picnics. People felt as though they were coming to the country because they were.... Well, you know, a lot of times we had roasted pigs...and the churches would come out there to have picnics.⁹⁵

Romeo Horad remained active in local and state politics in the 1950s. He lobbied (albeit unsuccessfully) Governor William Preston Lane, Jr., to appoint Bessie M. Beaman—a Black seamstress from Takoma Park—to the County Board of Education.⁹⁶ In 1951, the newly formed state-wide State Allied Republican Club selected Horad to its steering committee and later named him Vice-President. Horad declared that the Republican Party ignored Maryland's African American residents and stated, "We are not seeking jobs, only recognition. We are here and organized in the interest of good government and the place of Negroes in good government."⁹⁷ The organization with Horad in a position of leadership moved to register 100,000 Maryland African Americans to vote before the primary elections.⁹⁸ Elsie Horad continued to teach in the District of Columbia public school system. She received a real estate license and entered business with her husband after he fell ill in 1945.⁹⁹ Horad retired as a teacher in 1961 after almost thirty-seven years, but continued in the family real estate business until 1987.¹⁰⁰

Romeo Horad died at the Veteran Administration Hospital in 1968.¹⁰¹ Elsie remained the owner of 2118 University Boulevard West, but moved to the District of Columbia. She rented out the property for the next 12 years until her son, Sewell Horad, moved to the house in 1980.¹⁰² At 92 years old, Elsie died in 1990 and the property passed to her three children: Romeo W. Horad, Jr., Sewell D. Horad, Sr., and Martha Belle Horad Jones.¹⁰³ Sewell Horad, Sr., acquired the subject property in 1997. The descendants of the Webster-Sewell-Horad family conveyed the adjacent parcel at 2100 University Boulevard West—the site of the no longer extant Charles and Jane Webster House—to the Iglesia Cristiana Canaán Church in 1999. Sewell D. Horad, Sr., sold

⁹² "Romeo W. Horad, Candidate for Council, Backs Equity," *Evening Star*, December 27, 1948, Newspapers.com; "Negro Back Civic Head for County Council Seat," *Black Dispatch*, January 8, 1949, Newspapers.com; "Back D.C. Civic Leader for Seat in County Council," *Pittsburgh Courier*, January 8, 1949, Newspapers.com.

⁹³ "Montgomery Charter Council Due to Take Office Monday," *Washington Post*, January 14, 1949, Proquest.

⁹⁴ "Ten Seek Four Places on Montgomery County School Board in First Election of Members," *Evening Star*, October 29, 1952, Newspapers.com.

⁹⁵ Sewell Horad and Evelyn Horad, interview by Dr. David Rotenstein, May 30, 2017, "Sewell and Evelyn Horad Oral History Interview."

⁹⁶ "Lane Urged to Name Negro to School Board," *Evening Star*, February 28, 1950, Newspapers.com.

⁹⁷ "Negroes Black McKeldin, New GOP Club Says," *Baltimore Sun*, October 1, 1951, Proquest.

⁹⁸ "Goal of 100,000 Negroes in G.O.P. Set in Maryland," *Evening Star*, June 18, 1951, Newspapers.com.

⁹⁹ "Capital Spotlight," *Afro-American*, June 30, 1945, Proquest.

¹⁰⁰ "Elsie Horad, D.C. Teacher, Real Estate Agent, Dies at 91," *Washington Post*, August 11, 1990, Proquest.

¹⁰¹ "Romeo Horad, 74, Head of D.C. Real Estate Firm," *Washington Post*, November 4, 1968, Proquest.

¹⁰² "From Jane & Charles Webster to Elle Jackson (Infant), 1842 to 1991," Papers of Sewell Horad; Sewell Horad and Evelyn Horad, interview by Dr. David Rotenstein, May 30, 2017, "Sewell and Evelyn Horad Oral History Interview."

¹⁰³ "Elsie Horad, D.C. Teacher, Real Estate Agent, Dies at 91," *Washington Post*, August 11, 1990, Proquest.

the subject property to Goblam, LLC, in 2016, who then conveyed the land to the Iglesia Cristiana Canaán Church (the current owners of both parcels).¹⁰⁴

I. Areas Exempt from Designation: The environmental setting does not include the church at 2100 University Boulevard West. The buildings formerly associated with the Sewell and Webster families are no longer extant.

J. Designation Criteria:

The Romeo and Elsie Horad House meets Designation Criteria 1.A, 1.C, and 1.D as listed in §24A-3 of the Montgomery County Code.

1.A Historical and cultural significance. The historic resource has character, interest or value as part of the development, heritage or cultural characteristics of the county, state or nation.

The Romeo and Elsie Horad House is representative of the development of the African American community in Wheaton. Black residents Henry Gaither, Jerry Gaither, and Henry Walker first acquired a single acre at present-day 11005 Dayton Street to establish the Allen Chapel African Methodist Episcopal Church in 1873. The church held the first segregated Black elementary school before the Board of Education acquired a one-acre parcel for a new school at the turn of the twentieth century. The burgeoning community (including a densely populated block known as Chestnut Ridge on Wheaton Lane) expanded as residents acquired property. This included purchase of part of the subject property by Charles and Jane Webster—the grandparents of Elsie Horad—in 1894. By the mid-twentieth century, the African American community at Wheaton consisted of at least 21 owners, 11 renters, and a population of 147 persons. Romeo and Elsie Horad constructed the subject Colonial Revival house on property owned by Elsie’s family in 1938. Most of the resources associated with the Wheaton African American community including Chestnut Ridge, the segregated Black elementary school, and Allen Chapel AME Church are no longer extant or highly altered. Therefore, the Horad House is a singular and critical resource that represents the lost African American heritage in this section of the county.

1.C Historic and cultural significance. Is identified with a person or group of persons who influenced society.

The Romeo and Elsie Horad House is significant for its connection to the Webster-Sewell family and, more importantly, its association with the life of the Horads. The Horad House represents the cumulative efforts of three generations of the family to improve the lives of African Americans in Montgomery County and the surrounding region.

Charles Webster, the grandfather of Elsie Horad, was a leader of the African American community in Wheaton and Montgomery County in the early 1900s. He participated in the local Republican conventions and lobbied support for candidates who supported the improvement of conditions for Black residents. In addition, Webster strove to improve school conditions for Black students as trustee of the segregated Black Wheaton elementary school. Elsie Horad’s brother, Webster Sewell, M.D., played a critical role in the health and welfare of the African American community in Wheaton and Montgomery County. After graduating from Howard University’s School of Medicine in 1930, he returned to Wheaton where he practiced medicine before opening a clinic in Norbeck. The Montgomery County Medical Society named the “Access to Care Award” in his name which recognizes organizations committed to increasing access to health care for people in the National Capital Region. While the Webster House (formerly adjacent to this property) is no longer standing, the Horad House aptly reflects the legacy and influence of the family.

The Horad House represents the political and social significance of the African American couple at the local, state, and national levels in the mid-twentieth century. The Horads played a significant role advocating for the rights and well-being of Black Americans. Born and raised in Montgomery County, Elsie Horad participated with the local political organizations and served as an educator in the District of Columbia school system for 37

¹⁰⁴ Ottery Group, Inc., “Romeo W. Horad House,” (2023), Maryland Inventory of Historic Properties Form, M:31-87.

years before joining the family's real estate business. Romeo Horad, a World War I veteran, graduated from Howard University School of Law in 1925. He then joined the District of Columbia's Office of the Recorder of Deeds where he revolutionized the land record system. Local and national papers recognized the achievements of the new system with headlines such as "New Recording System Far Cry from Slave Deals" in the *Afro-American* and "Negro Clerical Workers Install Indexing System" in the *Northwest Enterprise*.

After transitioning from government employment to the private real estate industry, the Horads moved their family to 2118 University Boulevard West in Wheaton. As a realtor, Romeo Horad employed a variety of approaches to combat racial restrictive covenants, spanning from persuasive oratory to directly confronting existing laws. He testified before congressional committees regarding the harmful impact of racial covenants and housing discrimination in the Washington metropolitan region on the African American community. Furthermore, he lamented and criticized the complete closure of Montgomery County and the surrounding suburbs to potential African American owners and renters. In the capital, he partnered with Italian American real estate brokers Raphael and Joseph Urciolo—and later Charles Houston Hamilton—to purchase white-owned houses with racial restrictive covenants and resell those properties to African Americans. Although Horad was not directly involved as a named party in the Supreme Court case *Hurd v. Hodge* that declared racial covenants unenforceable in Washington, D.C., his persistent efforts to circumvent these housing restrictions significantly contributed to the success of the civil rights movement.

Horad's political and social efforts aimed to enhance the lives of African American residents in Montgomery County. He led the Citizen's Council for Mutual Improvement and lobbied local representatives for new school facilities, transportation improvements, installation of sewage and water lines, removal of segregated facilities at the Rockville Court House, and appointment of Black police officers. Alongside other activists (such as Elsie Horad) and organizations, Horad's efforts to improve public education directly led to the construction of four equalization schools. His civil rights activism culminated in candidacies for political office. In 1948, Horad entered the race for the Montgomery County Council. His unprecedented entry, platform of equity, and backing of African American organizations led to public profiles in local and national newspapers. Horad's actions occurred in an era of racial tensions and threats of violence against African Americans who championed civil rights. While he lost the race, his candidacy paved the way for African Americans to engage in local politics.

Romeo Horad labored on behalf of other political candidates and organizations on the local and state level. He lobbied (albeit unsuccessfully) Governor William Preston, Jr. to appoint Bessie Beaman—an African American seamstress from Takoma Park—to the Board of Education. Horad then served in a position of leadership in the state-wide State Allied Republican Club where he moved to register 100,000 African American voters prior to the state's primary elections. He continued to advocate for African American rights and lived at the subject house until his death in 1968.

1.D Historic and cultural significance. Exemplifies the cultural, economic, social, political or historical heritage of the county and its communities.

The Romeo and Elsie Horad House serves as a reminder of segregated life in the twentieth in Montgomery County. Romeo and Elsie Horad, like other prospective African American purchasers or renters, relied on the subdivision of ancestral land in Montgomery County due to the pervasive and widespread discriminatory housing practices against people of color. The Horad family championed the importance of home ownership and deemed it critical that their new house reflect the boundless abilities of African Americans when provided opportunities. Therefore, the couple built a traditional, brick-clad, Colonial (Georgian) Revival style house to demonstrate outwardly their professional, economic, and social prominence. The Horad House has character, interest, and value representing the life, endeavors, and achievements of the African American community in Montgomery County. Activists, such as Charles Webster, Romeo Horad, and Elsie Horad, tirelessly worked to improve the lives of African Americans who lived in Montgomery County.

The Romeo and Elsie Horad House stands as a reminder of the African American community in Wheaton. Many resources have been lost due to the demolition of late nineteenth and early twentieth century buildings. This includes numerous houses at Chestnut Ridge (near Wheaton Lane), the one-room segregated elementary school, and the former Allen Chapel AME Church substantially altered by a fire. The loss of these community pillars and the uniqueness of the subject property's history elevates the significance of the Horad

House. Preservation would recognize a cultural asset that reflects generations of African American life and activism and offers a story of a family's resilience and advancement in Montgomery County.

K. Conclusion:

The Romeo and Elsie Horad House retains sufficient historic and physical integrity to convey its period of significance (1938-1968). The house has integrity of location as it remains in its original location on University Boulevard West. The integrity of setting is diminished by the redevelopment of the surrounding area and the loss of other nearby resources related to the history of the African American community in Wheaton. Its uniqueness in the built environment, however, bolsters its significance to understanding the development of Montgomery County. The house continues to express its integrity of design, workmanship, and materials. The building retains its Colonial (Georgian) Revival style design as alterations are limited with no adverse effects to its form and massing. While the present-use or function by the church is unknown, the building continues to read as a single-family dwelling. Therefore, the house retains its sense of feeling and association.

The Horad House is representative of the development of the former African American community in Wheaton and a testament to the resilience, vision, and collective effort of the Webster-Sewell-Horad family to the improvement of the lives of African American residents. The architectural features, design, and context of the house celebrate the unique character of the resource.

8. ENVIRONMENTAL SETTING/GEOGRAPHICAL DATA

Property Land Area: .77 acres

Account Number: 00963952

District: 13

Environmental Setting Description: The environmental setting incorporates the entire parcel conveyed to Romeo and Elsie Horad in 1938.

Environmental Setting Justification: The environmental setting does not include the parcel to the east (Account Number 00963952) owned by Iglesia Canaán Christian Church. All buildings on this parcel previously associated with the Webster-Sewell families have been demolished. Therefore, no other parcels are within the environmental setting.

9. PROPERTY OWNERS

Name: Iglesia Cristiana Canaán Church

Address: 11409 S. Glen Road, Potomac, MD 20854

10. FORM PREPARED BY

Name/Title: John Liebertz, Cultural Resources Planer III, Montgomery County Planning Department

Date: April 2024

11. MAJOR SOURCES CONSULTED

Ancestry.com [numerous].

Clarke, Nina H and Lillian B. Brown. *History of the Black Public Schools of Montgomery County, Maryland, 1872-1961*. Washington, D.C.: Vintage Press, 1978.

Evening Star [numerous].

“From Jane & Charles Webster to Elle Jackson (Infant), 1842 to 1991.” Unpublished. Papers of Sewell Horad.

Horad, Sewell and Evelyn Horad. Interview by Dr. David Rotenstein. May 30, 2017, “Sewell and Evelyn Horad Oral History.”

Montgomery County Land Records, <http://www.mdlandrec.net>.

Shoenfeld, Sarah Jane and Mara Cherkasky. “A Strictly White Residential Section.” *Washington History* 29, no. 1 (Spring 2017): 24-41.

State Board of Education, [numerous].

Washington Post [numerous].

APPENDIX ONE:
ENVIRONMENTAL SETTING/GEOGRAPHICAL DATA

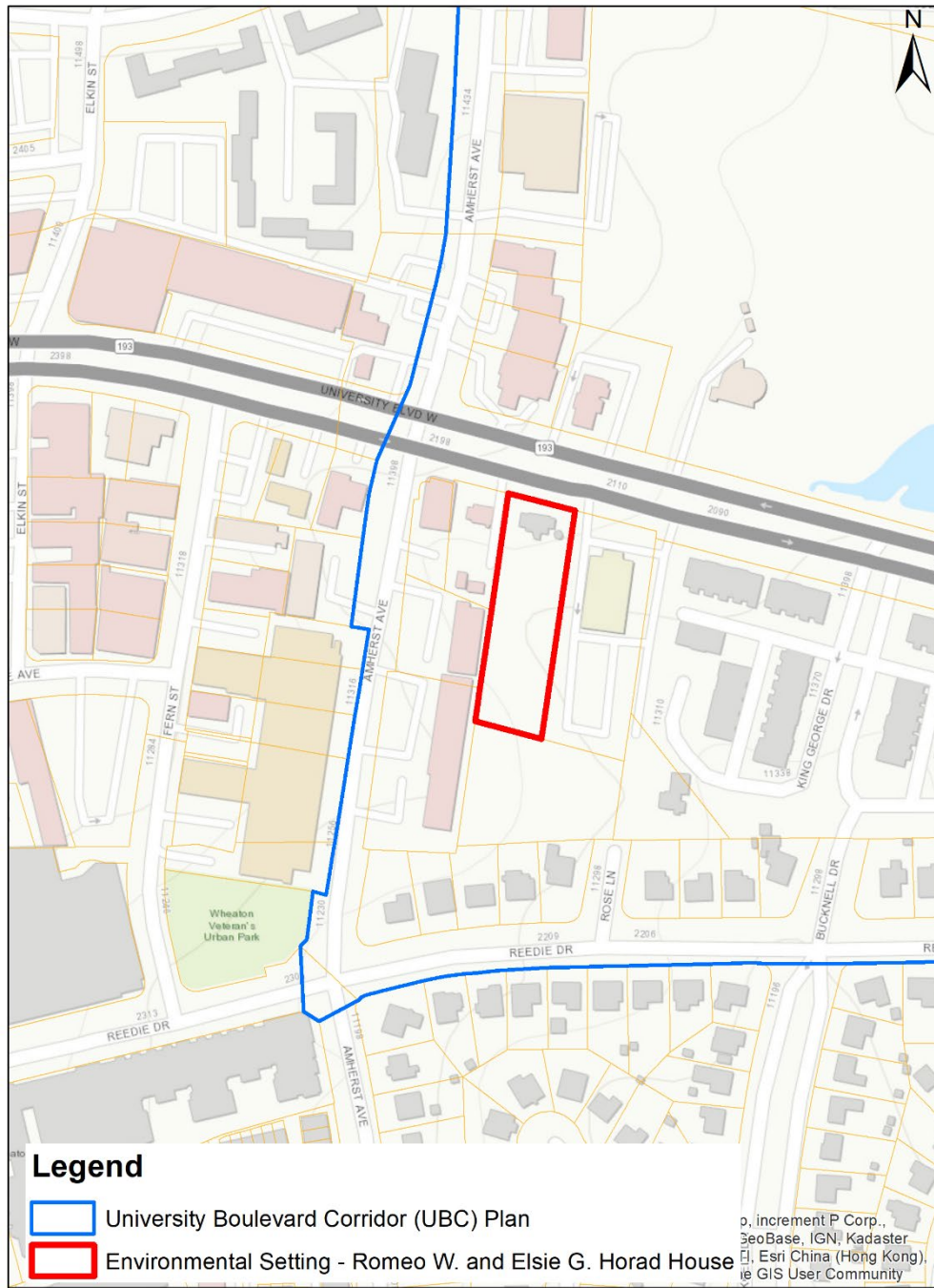


Figure 1: Proposed environmental setting for the Romeo and Elsie Horad House, Wheaton, Montgomery County, Maryland.

**APPENDIX TWO:
AERIAL PHOTOGRAPHS**



Figure 1: Aerial photograph, 1948. The yellow and green arrows point to the WTOP Radio Station and Old Bladensburg Road—present day University Boulevard West—in the foreground, respectively. The red and blue arrows point to the Romeo and Elsie Horad House and the demolished Charles and Jane Webster House in the background, respectively. The family fruit orchard is visible in the midground on the left.



Figure 2: Aerial photograph, 1957. The red and blue arrows point to the Romeo and Elsie Horad House and the demolished Charles and Jane Webster House, respectively. The family fruit orchards are visible to the right.



Figure 3: Aerial photograph, 1992. The red arrow points to the Romeo and Elsie Horad House. The blue arrow points to the Charles and Jane Webster House located on Lot 2 of the “Subdivision of the Sewell Tract.”



Figure 4: Aerial photograph, 2002. The red arrow points to the Romeo and Elsie Horad House. The blue arrow points to the previous location of the Charles and Jane Webster House demolished between 1998 and 2002.

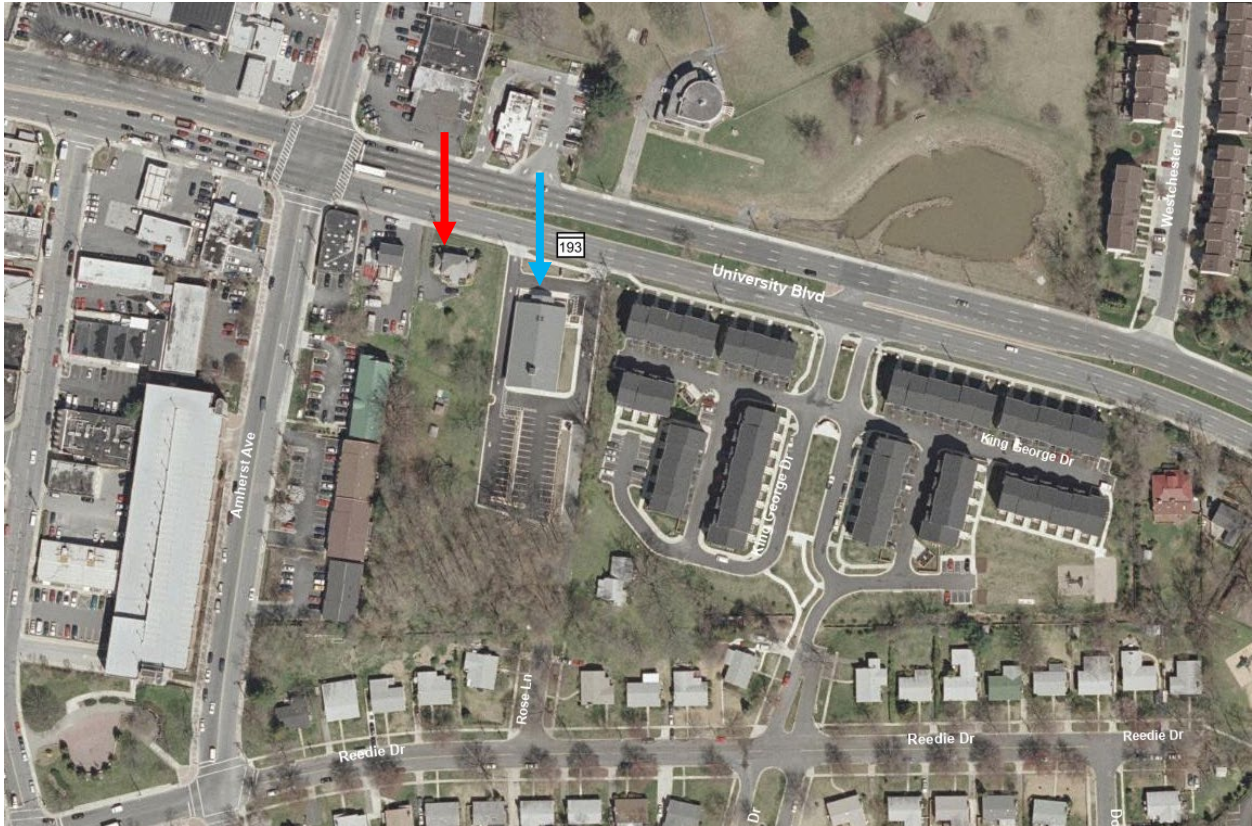


Figure 5: Aerial photograph, 2004. The red arrow points to the Romeo and Elsie Horad House. The blue arrow points to the new Canaan Church on the lot formerly associated with the Charles and Jane Webster House.

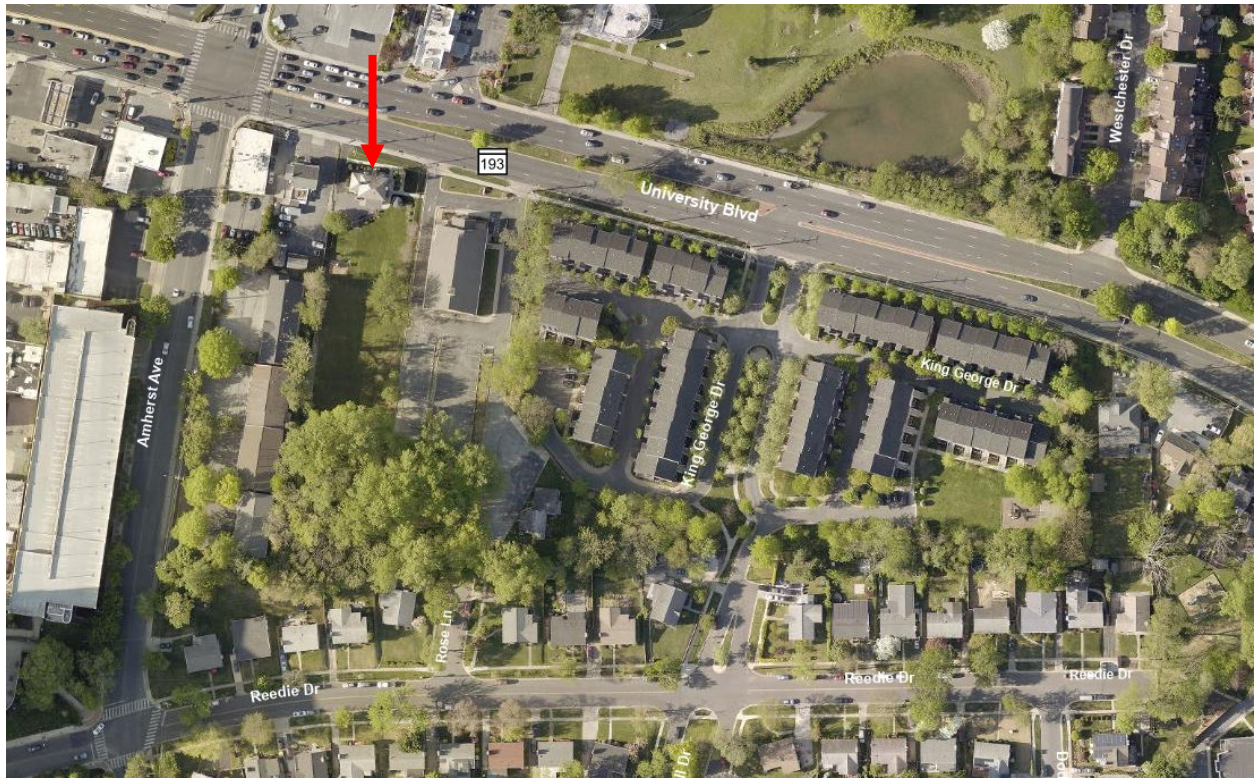


Figure 6: Aerial photograph, 2023. The red arrow points to the Romeo and Elsie Horad House. The aerial depicts site alterations following acquisition of the property by Canaán Church including the relocation of a non-historic gazebo and installation of a concrete pathway connecting the house to the church property.



Figure 7: Aerial photograph, 2023. The blue outline shows the approximate proposed environmental setting of the Romeo and Elsie Horad House.

APPENDIX THREE:
HISTORIC MAPS AND PLATS SHOWING THE SUBJECT PROPERTY

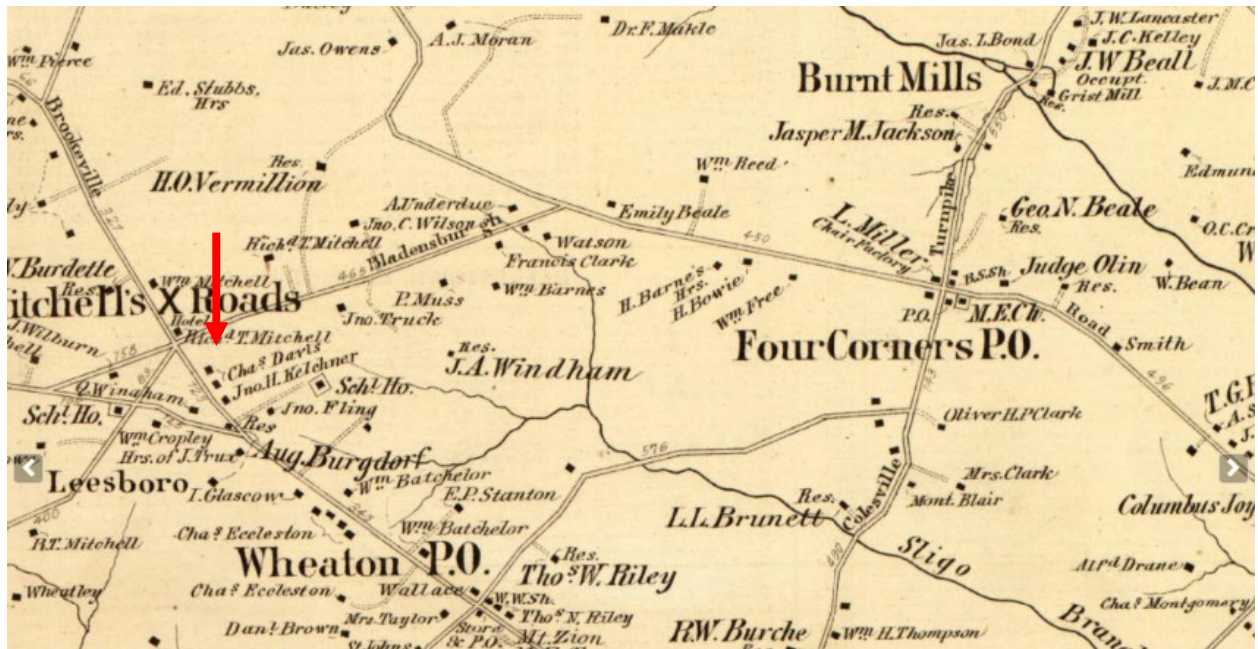


Figure 2: Map of Montgomery County, MD, 1878. The red arrow points to the approximate location of the Romeo and Elsie Horad House constructed in 1938.

Source: G.M. Hopkin's Atlas of Fifteen Miles Around Washington, including the county of Montgomery Maryland, 1878, Library of Congress.



Figure 3: Map showing Bladensburg Road (present-day University Boulevard West), 1894. The red arrow points to the approximate location of the Romeo and Elsie Horad House constructed in 1938. The school to the east was the location of the segregated school for white students.

Source: G.M. Hopkin's Vicing of Washington, D.C., 1894, Library of Congress.

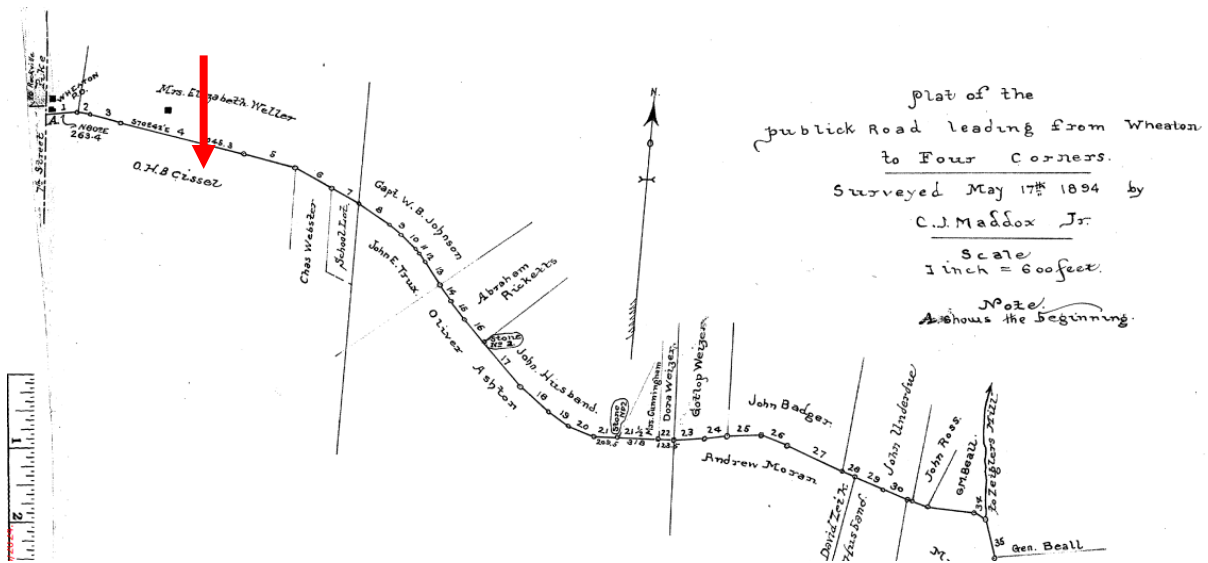


Figure 4: Plat showing Bladensburg Road (present-day University Boulevard West), 1894. The red arrow points to the approximate location of the Romeo and Elsie Horad House constructed in 1938. This is the first plat that documents the ownership of property by Charles Webster. The plat, however, incorrectly places Charles Webster's property adjacent to the school lot utilized for the white children of Wheaton. Source: C.J. Maddox, Jr.' Plat of the Public [sic] Road leading from Wheaton to Four Corners, Library of Congress.

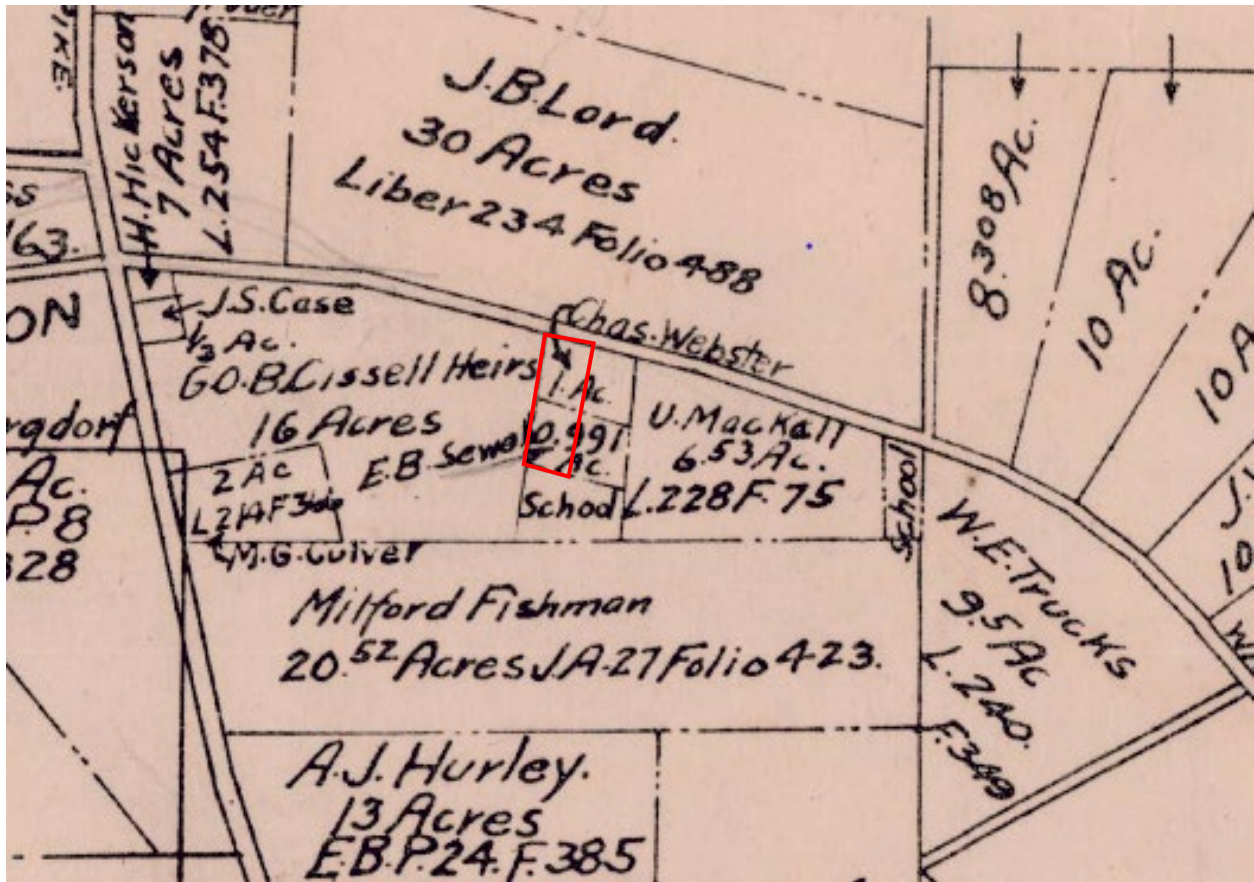


Figure 5: Property atlas showing Bladensburg Road (present-day University Boulevard West), 1916. The red outline shows the approximate location of the subject property located partially on the one-acre Charles Webster lot and .991-acre E.B. Sewell lot. South of the Sewell lot was the school lot for the segregated African American elementary school.

Source: Charles J. Maddox's Real Estate Atlas of Part of Montgomery County, Maryland, Montgomery Planning.

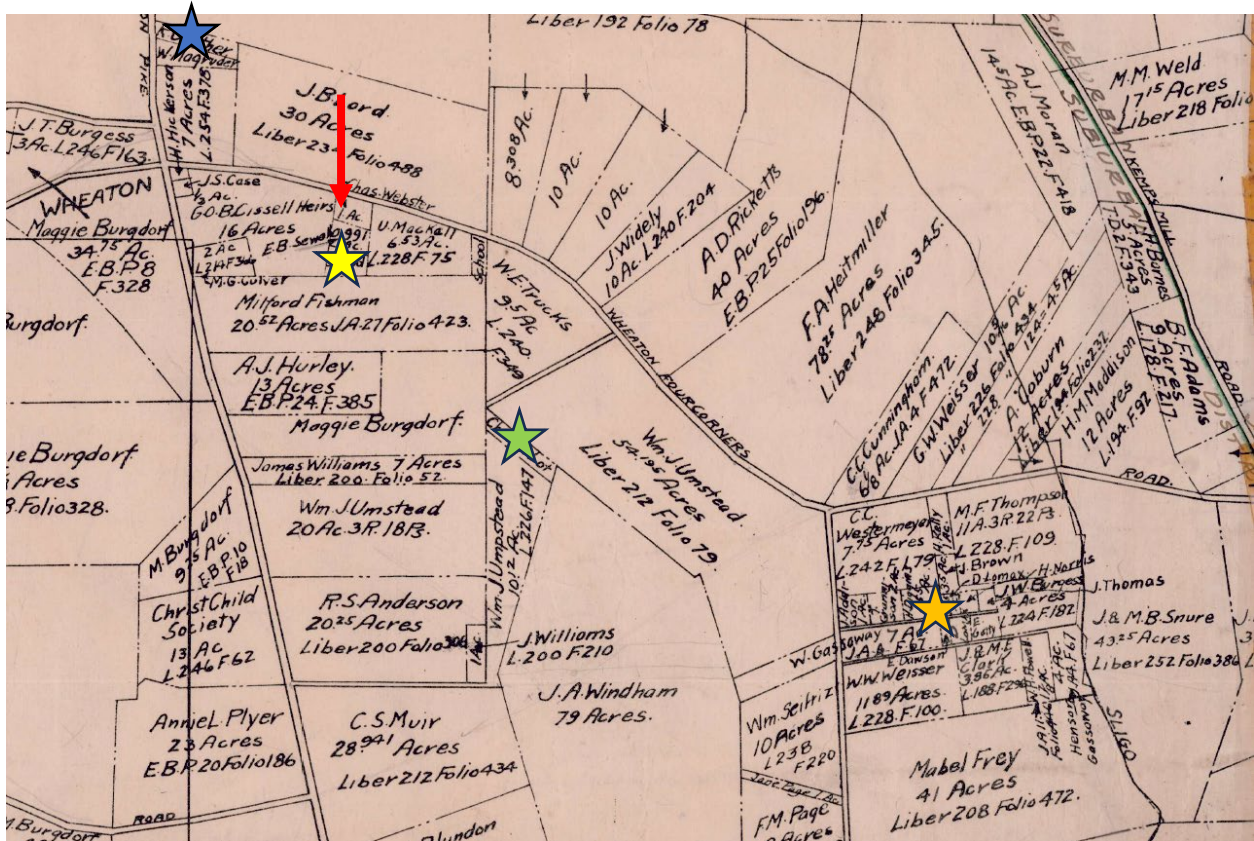


Figure 6: Expanded view of Bladensburg Road (present-day University Boulevard) showing the locations of the African American community, 1916. The Charles Webster and Edward B. Sewell lots (red arrow) was the future location of the Romeo and Elsie Horad House. The four colored stars represent different significant locations within the Wheaton African American community: Richard Gaither property (blue), segregated Black Wheaton elementary school (yellow), Allen African Methodist Episcopal Church and Cemetery (green), and the Chestnut Ridge community (orange)

Source: Charles J. Maddox's Real Estate Atlas of Part of Montgomery County, Maryland, Montgomery Planning.



Figure 7: Topographic map showing Bladensburg Road (present-day University Boulevard), 1923. The red, blue, and green arrows point to the approximate future location of the Romeo and Elsie Horad House (constructed in 1938), Charles and Jane Webster House, and the segregated Black Wheaton elementary school, respectively. The map shows the access road to the school property to the rear of the Webster House. Source: U.S Geological Survey, Rockville, MD, <https://ngmdb.usgs.gov/topoview>.

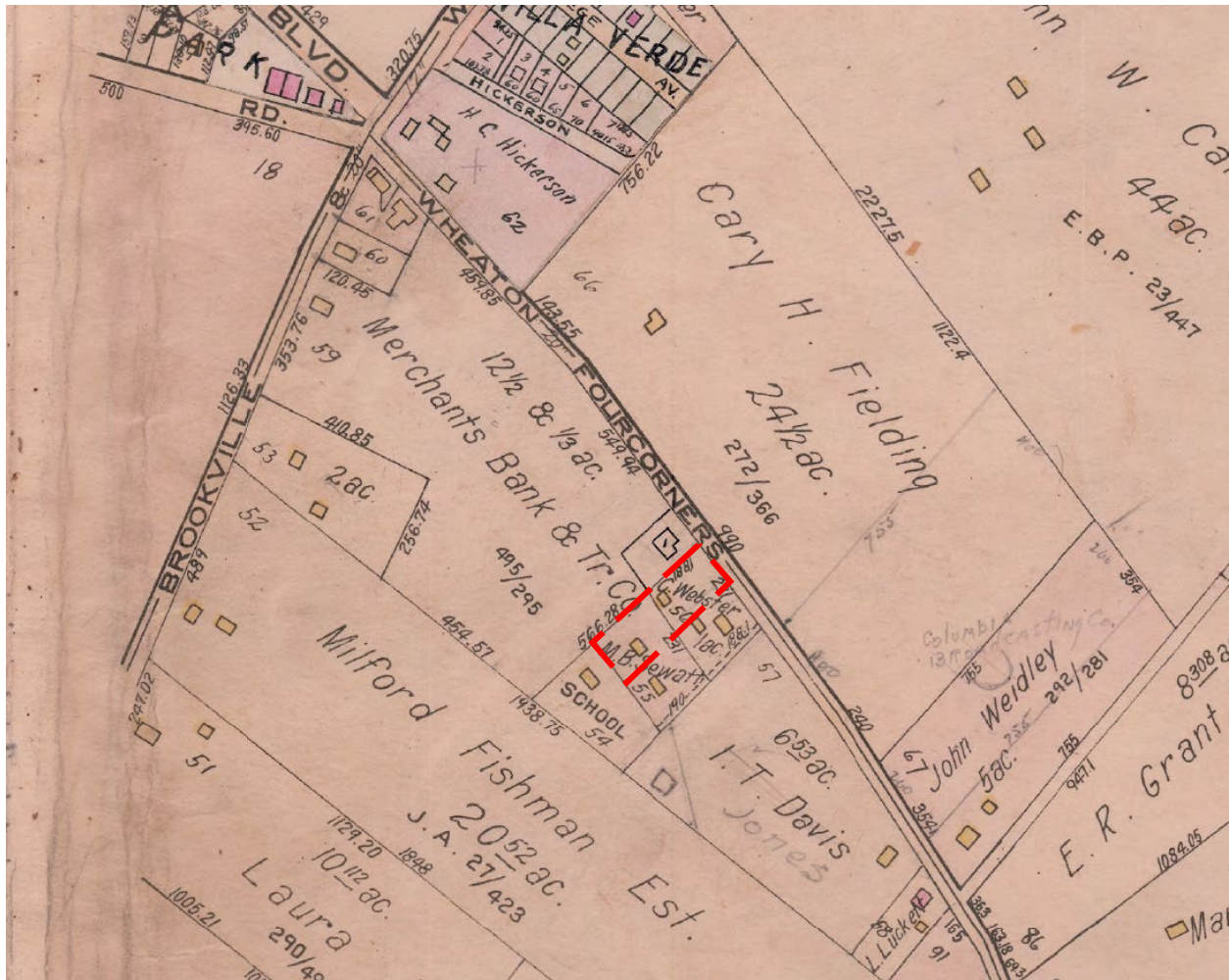


Figure 8: Property atlas showing Bladensburg Road (present-day University Boulevard West), 1931. The red outline shows the approximate location of the subject property located partially on the one-acre Webster lot and .991-acre Sewell lot. Note the number of wood-frame buildings on the Webster and Sewell lots.
 Source: F.H.M. Klinge's Property Atlas of Montgomery County, Maryland, Volume One, Montgomery Planning.

MONTGOMERY COUNTY CIRCUIT COURT (Subdivision Plats, MD) Plat 928, MSJ_512-99_3739. Date available: 1938/04/07. Printed: 08/27/2021.

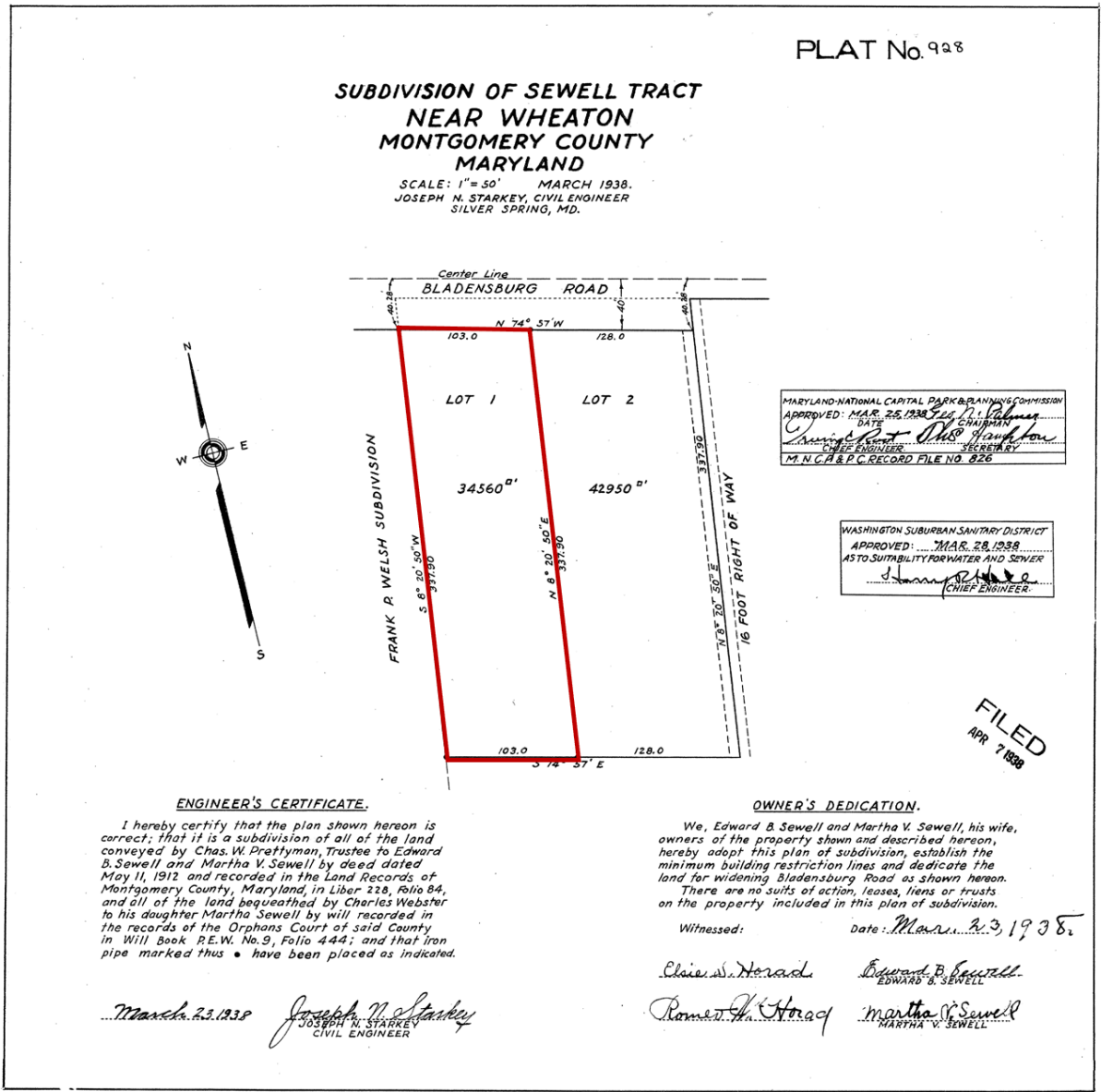


Figure 9: Plat showing the resubdivision of the Sewell and Webster properties, 1938. The red outline shows the subject property and proposed environmental setting. Source: Joseph N. Starkey's Plat of the Subdivision of Sewell Tract Near Wheaton, Montgomery County, Maryland, MDLandRec.

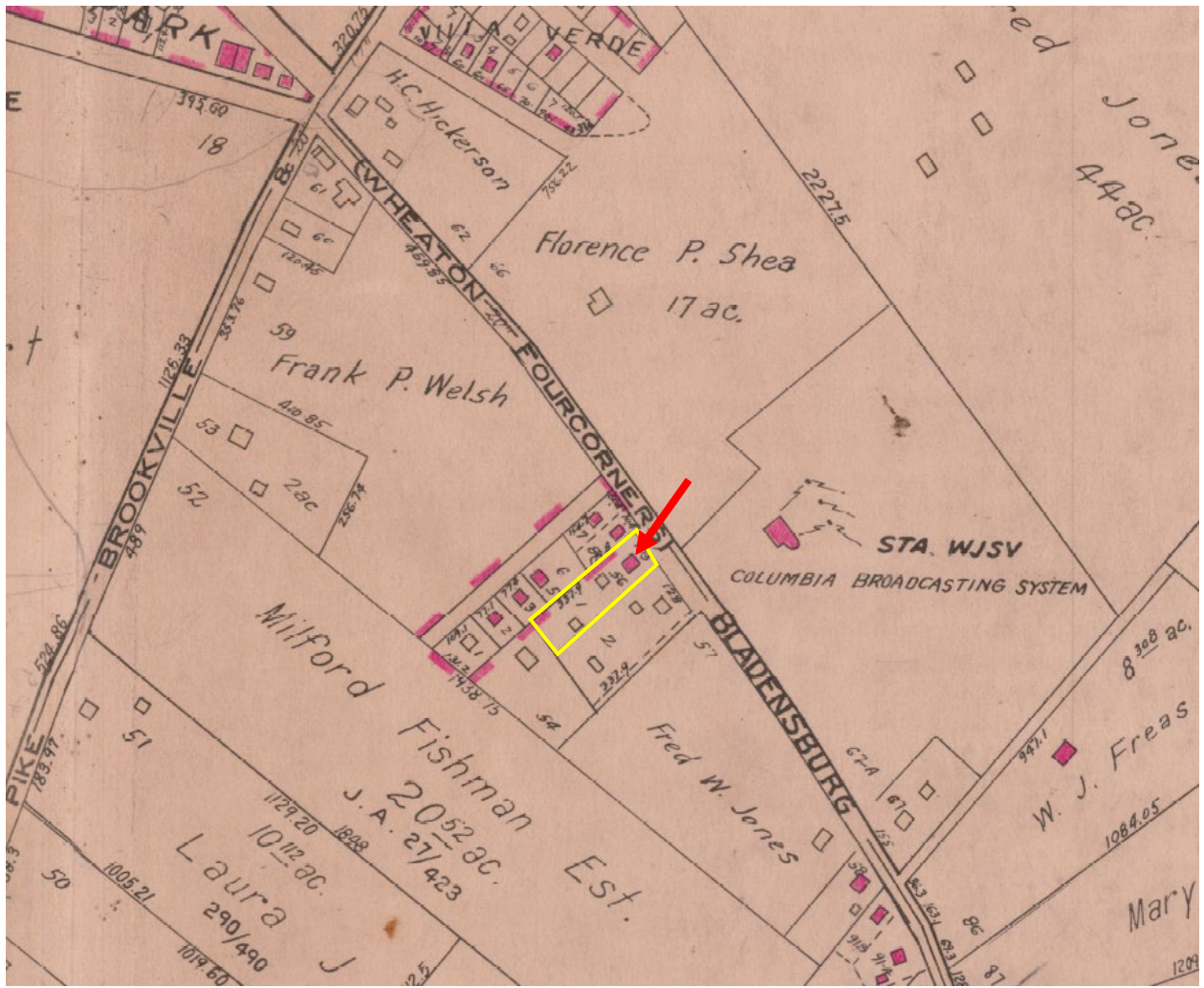


Figure 10: Property atlas showing Bladensburg Road (present-day University Boulevard West), 1941. The yellow outline shows the location of the subject property and the red arrow points to the Romeo and Elsie Horad House. Note the number of demolished accessory buildings to rear of the house. Source: F.H.M. Klinge's Property Atlas of Montgomery County, Maryland, Volume One, Montgomery Planning.

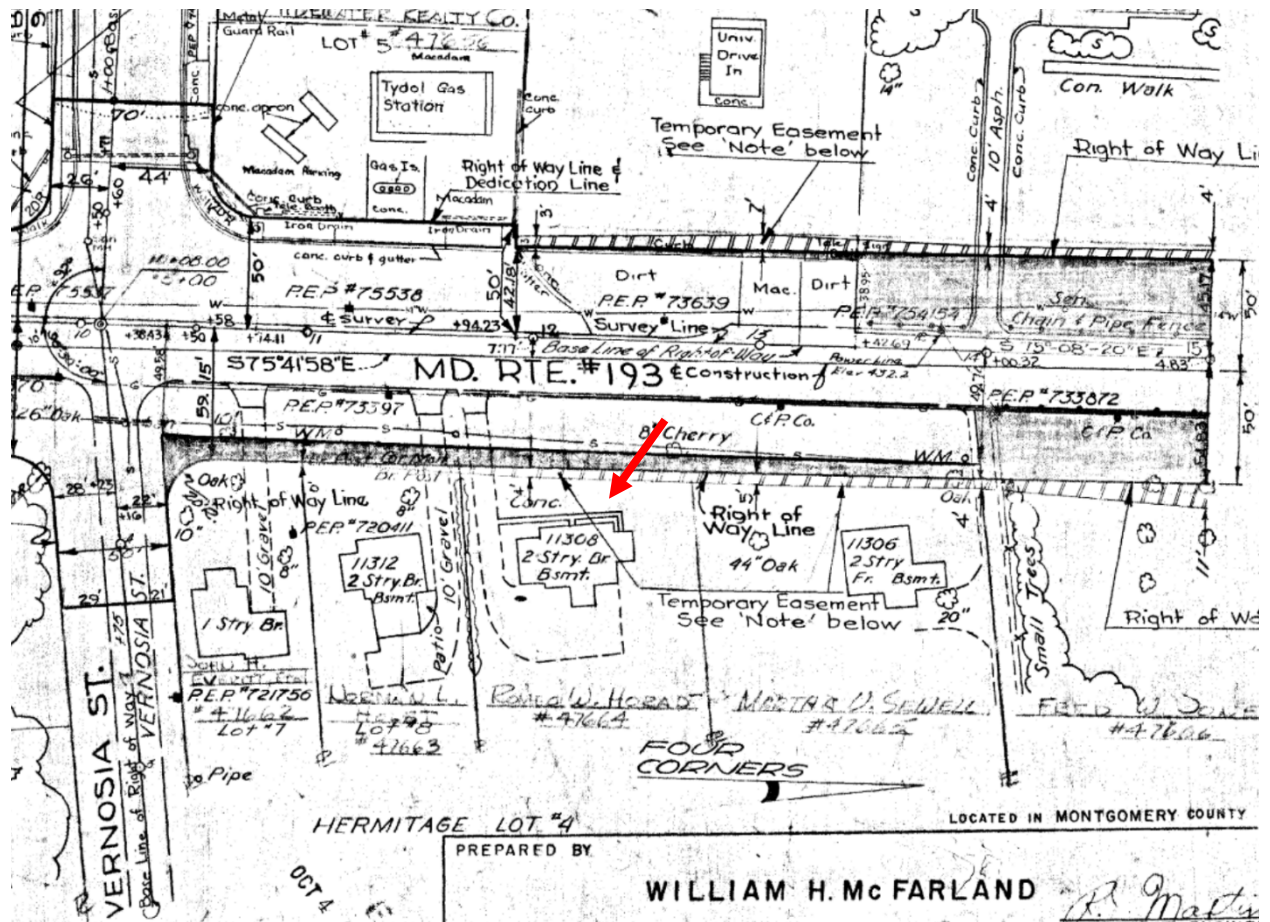


Figure 11: Proposed Widening of MD Route 193, University Boulevard West, 1960. The red arrow points to the Romeo Horad House which had a much larger front yard prior to the widening of the road.
 Source: Maryland State Archives.

APPENDIX FOUR:
EXTERIOR PHOTOGRAPHS OF THE ROMEO AND ELSIE HORAD HOUSE



Figure 1: View of the façade of the Romeo and Elsie Horad House looking south from University Boulevard West, 2022.

Source: Montgomery Planning.



Figure 2: View of the north (façade) and west elevations of the Romeo and Elsie Horad House looking southeast from the sidewalk of University Boulevard West, 2023.
Source: Ottery Group.



Figure 3: View of the south (rear) and west elevations of the Romeo and Elsie Horad House looking northeast from the driveway, 2023.
Source: Ottery Group.



Figure 4: View of the south (rear) and east elevations of the Romeo and Elsie Horad House looking northeast from the rear yard, 2023.
Source: Ottery Group.

APPENDIX FIVE:

HISTORIC PHOTOGRAPHS OF THE WEBSTER, SEWELL, AND HORAD HOUSES AND FAMILIES



*Figure 1: View of the Charles and Jane Webster House constructed ca. 1894, date unknown.
Source: Papers of Sewell Horad, Montgomery Planning.*



Figure 2: View of the Clarence Webster House located to the rear of the Charles and Jane Webster House, date unknown.

Source: Papers of Sewell Horad, Montgomery Planning.



Figure 3: View of the Romeo and Elsie Horad House, 1991
Source: Papers of Sewell Horad, Montgomery Planning.



Figure 4: Portrait of Charles and Jane Webster, date unknown.
Source: Papers of Sewell Horad, Montgomery Planning.



Figure 5: Photograph of Webster, Sewell, and Horad family, date unknown. Standing in the rear: Edward B. and Martha V. Sewell (parents of Elsie G. Horad). Seated: Charles and Jane Webster (grandparents of Elsie G. Horad and parents of Martha V. Sewell). Children: Sewell D. Horad, left, and Romeo W. Horad, Jr., right (children of Romeo and Elsie Horad).

Source: Papers of Sewell Horad, Montgomery Planning.



EDWARD B. SEWELL

*Figure 6: Photograph of Edward B. Sewell, 1941.
Source: Afro-American.*



Figure 7: Photograph of the Washington Real Estate Brokers' Association, 1941. The red arrow points to Romeo W. Horad, Sr.
Source: *Afro-American*.



Figure 8: Photographs of Romeo W. Horad, Sr.
Source: *Afro-American* and *Evening Star*.



*Figure 9: Photograph of Romeo W. Horad, Sr., 1948.
Source: Washington Afro-American.*



*Figure 10: Photograph of the winners of the Washington Afro-American merit plaques, 1950. Romeo W. Horad, Sr. is seated on the right.
Source: Washington Afro-American.*

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1736 Vermont Ave., N.W. Mi. 7626
Evening and Sunday Kensington 191M

Figure 11: Advertisement for real estate business, 1941.
Source: *Washington Afro-American*.

APPENDIX SIX:

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. M:31-87

1. Name of Property

historic Romeo W. Horad House (preferred)
 other Horad House; Sewell-Horad House

2. Location

street and number 2118 University Boulevard W not for publication
 city, town Silver Spring vicinity
 county Montgomery

3. Owner of Property

name Canaan Christian Church
 street and number 11409 S Glen Road telephone
 city, town Potomac state MD zip code 20854

4. Location of Legal Description

courthouse, registry of deeds, etc. Montgomery liber 53884 folio 190
 city, town Rockville tax map JQ11 tax parcel N280 tax ID number 00963952

5. Primary Location of Additional Data

- Contributing Resource in National Register District
 Contributing Resource in Local Historic District
 Determined Eligible for the National Register/Maryland Register
 Determined Ineligible for the National Register/Maryland Register
 Recorded by HABS/HAER
 Historic Structure Report or Research Report at MHT
 Other: Montgomery County Historic Preservation Office

6. Classification

Category	Ownership	Current Function		Resource Count	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	Contributing	Noncontributing
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture	<u>1</u>	<u>0</u> buildings
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input checked="" type="checkbox"/> religion	<u>0</u>	<u>0</u> sites
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social	<u>0</u>	<u>1</u> structures
<input type="checkbox"/> object		<input type="checkbox"/> education	<input type="checkbox"/> transportation	<u>0</u>	<u>1</u> objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	<u>1</u>	<u>0</u> Total
		<input type="checkbox"/> government	<input type="checkbox"/> unknown		
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> industry	<input type="checkbox"/> other:		
				Number of Contributing Resources previously listed in the Inventory	
				<u>0</u>	

7. Description

Inventory No. M:31-87

Condition

excellent deteriorated
 good ruins
 fair altered

SUMMARY DESCRIPTION

The Romeo W. Horad House is a Georgian revival dwelling built in 1938 and located at 2118 University Boulevard W in the Wheaton district of Silver Spring, Maryland, approximately 1,100 feet east of the intersection of Georgia Avenue and University Boulevard West. The house is located on its original parcel and appears mostly unaltered from its time of construction. The Horad House is a rare local example of domestic architecture in that it reflects the material character of a middle-class, Black family in rural Montgomery County in the first half of the twentieth century, and it was built to convey the economic and social status of Romeo W. Horad. While the landscape surrounding the property has changed significantly since the dwelling's construction, the house displays a high degree of historic integrity based on aspects such as location, materials, workmanship, design, and feeling.

SITE & ARCHITECTURAL DESCRIPTION¹

Located on a 0.77-acre parcel on the south side of University Boulevard W, the Romeo W. Horad House faces north and is set back approximately 24 feet from University Boulevard W. The property is bounded by a chain link fence (except in its southwest corner, where the fencing is wood and side-by-side), pierced by an asphalt driveway at its northwest corner which passes the house on its west side and ends at the rear of the structure. A concrete pathway leads from the driveway to the front entrance and wraps around the dwelling, meeting the asphalt at the structure's rear. The property is covered mostly by grass lawn, with scattered trees at its rear, and slopes gently downward, away from the road.

The central portion of the wood-frame, brick veneer house is double-pile, two stories high and three bays wide, with single-pile, one-story wings located at its east and west ends. The walls are brick and laid in a common bond variant, with header courses placed every seventh course. The side and rear elevations of the central portion of the house and east wing are embellished with a belt course between the basement and first story that consists of a modified basketweave. The repeating pattern consists of a single row of three horizontal stretcher bricks followed by three vertical stretcher bricks. The roof over the central, two-story portion is hipped and low-pitched, while the roofs over the one-story wings are hipped and meet the central block at their peak; all the roofs are clad in asphalt shingles. Two brick end chimneys rise from the wings at the east and west ends of the house's central block, and the entire structure sits on a poured concrete foundation.

The house's north-facing façade features the building's primary entrance at the center of its first story: a single-leaf, four-paneled door with a fanlight set near the top. Accessed from the concrete pathway, this entrance stands above a boxed concrete platform and is slightly recessed within a colonial revival door surround featuring piers at either side and a flat, toothed pediment. Bordering the entrance on both sides are bay windows containing central, fixed sashes flanked by one-over-one sash windows. The small, hipped roofs over the bay windows are clad in metal, while the walls underneath are clad in a coursed masonry veneer. The one-story wing to the east of the central block—likely an infilled porch, given the size of the window openings on its south and east elevations—contains a secondary, north-facing entrance. This entrance is accessed from the pathway by two concrete steps and features a single-leaf, two-paneled door inset with a one-lite window and is flanked by single-paned sidelights. The portion of the wall under the sidelights is clad in vinyl siding. The one-story wing to the west of the central portion contains a simple, fixed, tripartite window.

¹ The 2023 architectural survey of the Horad House was conducted from public rights-of-way.

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The façade's second story is marked by three window openings: a small, one-over-one sash window is set above the primary entrance, while two larger, one-over-one sash windows are set above the first-story bay windows.

At the house's west side, the one-story wing extends across most of the first story, where the wall is pierced by a one-over-one sash window set in the wing's center. The central block extends beyond the wing a short distance further to the south; in this section, a one-over-one sash window is set adjacent to the wall seam between the central block and the wing. On the second story, two one-over-one sash windows frame the end chimney stack. These windows are not symmetrically placed; the northmost window is set closer to the chimney stack than the southmost window.

The house's rear, south elevation, is marked by a porch extending across roughly the eastern two-thirds of the central block. A shed roof supported by three wood posts covers the porch, which is accessed by a wood staircase leading to a rear entryway, slightly west of center. This entryway contains a single-leaf, two-paneled door inset with a one-lite window. A small, one-over-one sash window is situated to the west of the entrance, while a set of one-over-one, paired windows is located to the east and set behind the porch. At the west wing, a garage door extends across most of the wall and is accessed from the asphalt driveway, while the east wing features a larger window opening; this opening has been filled by a set of fixed, single-pane paired windows above a section of siding. The second story of the central block features three window openings: a small, one-over-one sash window is set above the rear entryway, slightly west of center, and is flanked by two larger, one-over-one sash windows situated above the first-story window openings.

Due to the downward slope of the property's elevation away from the road, the basement level is partially exposed at the house's rear. Near the southwest corner of the central block, a set of concrete stairs leads down to this level and ends at a eled, two-lite, single-leaf door. To the east of this door, adjacent to the porch stairs, is a two-lite slider window. The portion of the elevation under the porch has been enclosed by plywood boards and turned into an interior space; a small single-leaf entryway is located just east of the porch stairs.

The house's east side mirrors the west in that the one-story wing extends across most of the first story. The wing is marked by a large window opening filled with a wide, single-pane, tripartite window set above a section of siding. Another one-over-one sash window is located on the face of the central block to the south of the wing. The second story features the east chimney stack rising from the wing, flanked on its north by a larger, one-over-one sash window and on its south by a smaller, one-over-one sash window; like those on the west side, these windows are not symmetrically placed, and the southmost window is situated closer to the chimney stack. A third, larger, one-over-one sash window is located further to the south, near the building's southeast corner. The basement level is exposed near the southeast corner of this elevation, where a set of concrete stairs leads down to a two-paneled, two-lite, single-leaf door. Abutting the doorway, to its north, is a two-lite slider window. At the far south of the elevation, where the enclosed porch extends beyond the building, a large single-leaf entryway is situated near the corner of the porch.

An unscreened gazebo stands to the east of the house, near its southeast corner, while a small playground set is located further south beyond the rear of the house, in the grass lawn.

8. Significance

Inventory No. M:31-87

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input checked="" type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates	1938-1968	Architect/Builder	Unknown
Construction dates	1938		

Evaluation for:

National Register

Maryland Register

not evaluated

STATEMENT OF SIGNIFICANCE

The Romeo W. Horad House is significant for its association with Romeo W. Horad, a Black lawyer, real estate broker, and political agent who led a life of local importance in the struggle to advance the rights and wellbeing of Black Americans in Montgomery County (National Register of Historic Places Criterion B). Romeo Horad is also nationally significant for his efforts to achieve residential desegregation in Washington, D.C.² Horad married into the Sewell-Webster family, which had acquired the Horad House parcel in the Wheaton community in the late nineteenth century and which, by its own social and political efforts, sought to advance the rights of Black Americans through education and political activism. Horad constructed the house in 1938, around the time he began his efforts to circumvent racial covenant restrictions and transfer white-owned properties for sale to Black families. Though he was not a party in the landmark U.S. Supreme Court case of *Hurd v. Hodge*, Horad was a partner in the sale of homes in the Bloomingdale neighborhood of Washington, D.C. to Black homebuyers, while those properties were under racially restrictive covenants. The resulting court decision from the 1948 case—a companion case to the nationally significant suit brought in *Shelley v. Kraemer*—effectively struck down all racially restrictive covenants in Washington, D.C.³ Horad later began an initiative to improve the conditions of desegregated schools in the county and ultimately ran for elected office, while the house served as a social and political meeting place for his contemporaries. The Horad House has character, interest, and value in representing his life, endeavors, and achievements.

HISTORIC CONTEXT

Horad Predecessors on University Boulevard

The Romeo W. Horad House was constructed by an unknown builder on an approximately one-acre lot in 1938 at 2118 University Boulevard W in the then-rural community of Wheaton in Montgomery County, Maryland. Romeo Horad, a Washington, D.C. native, relocated to the house the same year from the capital with his wife, Elsie Sewell Horad, and their three children, though the property on which the house was built had been in the possession of Elsie's family for generations.⁴ Her grandfather, Charles Webster (ca. 1849-1927), first purchased the lot, titled "Sub Lot Eight," from

² "Civil Rights in America: Racial Discrimination in Housing," *A National Historic Landmarks Theme Study*, National Park Service, March 2021,

https://www.nps.gov/subjects/nationalhistoriclandmarks/upload/Civil_Rights_Housing_NHL_Theme_Study_revisedfinal.pdf.

³ Sewell Horad and Evelyn Horad, interview by Dr. David Rotenstein, May 30, 2017, "Sewell and Evelyn Horad Oral History Interview."; *Hurd vs. Hodge*, 334 U.S. 24 (1948), accessed at <https://supreme.justia.com/cases/federal/us/334/24/>.

⁴ Sewell Horad and Evelyn Horad, interview by Dr. David Rotenstein, May 30, 2017, "Sewell and Evelyn Horad Oral History Interview."

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George O. B. Cissell in 1894.⁵ Cissell, belonging to a family of historically wealthy landholders in Montgomery County and the surrounding region, owned part of a large tract called “the Hermitage,” and had been parceling small portions of the land along the public road in Wheaton since at least 1891, when he and his wife, Kate Cissell, conveyed half an acre to the Montgomery County Board of School Commissioners for the building of the Wheaton School at 1920 University Boulevard W.⁶ Nevertheless, when Webster purchased the small lot, the region was mostly rural, and his parcel was surrounded by much larger, agricultural properties.⁷

Like his neighbors, Charles Webster put the land at his property to working use, developing a farm that came to include fruit orchards and vegetable gardens, a barn, a smokehouse, and a chicken house.⁸ Horad family histories indicate that Webster not only tended to his own property, but that he leased and farmed surrounding lands as well.⁹ He built a residence there in ca. 1903 for himself, his wife, Jane Webster, and their nine children, as well as at least one other dwelling for one of his sons, Clarence.¹⁰ At the time that Webster and his family moved to the Wheaton property, and indeed through the construction of the Horad House some four-and-a-half decades later, they were one of only a few Black families that lived on the road that would later become University Boulevard W.¹¹ During Webster’s residency at the property, he was an active leader for the Black community in both the Wheaton area and the wider region, serving as a trustee for the now-demolished Wheaton Colored School (which stood adjacent to the Wheaton School), participating in local Black Republican political conventions, and supporting candidates for office that were favorable to the Black community.¹²

Charles Webster died on December 21, 1927, leaving his Wheaton property to his daughter, Martha V. Webster Sewell, and her husband, Edward B. Sewell (m. 1897).¹³ Martha and Edward Sewell continued to live at the property in Wheaton following Charles Webster’s death, along with his widow, Jane Webster. The couple had three children, Elsie Sewell (b.

⁵ Montgomery County Deed Records, Liber JA 42:351.

⁶ Margaret M. Coleman, “Wheaton School: MIHP M31:11,” October 27, 1985; “The Hermitage” was first patented to William Joseph in 1689 and consisted of 3,866 acres (T.H.S. Boyd, *The History of Montgomery County, Maryland*, Clarksburg, MD, 1879.)

⁷ “Plat of the Publick Road Leading from Wheaton to Four Corners,” Plat No. 5, Enrolled Nov. 15, 1894, MSA_S1249_25344.

⁸ Sewell Horad and Evelyn Horad, interview by Dr. David Rotenstein, May 30, 2017, “Sewell and Evelyn Horad Oral History Interview.”; “Montgomery Parks and Planning’s Historic Markers Program,” Montgomery Planning, Maryland-National Capital Park and Planning Commission, updated March 29, 2023, accessed October 23, 2023, <https://montgomeryplanning.org/planning/historic/remarkable-montgomery-untold-stories/>.

⁹ Montgomery Planning papers of Dorita Sewell.

¹⁰ Ibid.

¹¹ Sewell Horad and Evelyn Horad, interview by Dr. David Rotenstein, May 30, 2017, “Sewell and Evelyn Horad Oral History Interview.”

¹² “Rockville and Vicinity,” *The Evening Star*, June 7, 1906, p. 11; “Wheaton Republicans to Open Campaign,” *The Washington Times*, Sept. 16, 1904, p. 7; “Warner’s Political Contest,” *The Washington Times*, March 31, 1908, p. 2; The Wheaton Colored School was located on a lot adjacent to the property parceled by the Cissells for a (white) school in 1891 (Ralph Buglass, “A Century of One- and Two-Room Schools: Teaching Yet Today,” *The Montgomery County Story*, Vol. 58, No. 2 (Fall 2015)).

¹³ “Deaths,” *The Evening Star*, Dec. 22, 1927, p. 9; Montgomery County Will Records, Liber PEW No 9: 444; “Marriage Licenses,” *The Evening Star*, Feb. 9, 1897, p. 3.

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Romeo W. Horad House
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1899)—future wife to Romeo W. Horad—Webster Sewell (b. 1902), and Bernard F. Sewell (b. 1909).¹⁴ All three children received an extensive education in Washington, D.C. Elsie and Bernard worked as public school teachers in segregated Black schools, while Webster Sewell became a Howard University-trained physician and practiced within the Black community of Montgomery County during an era of racially segregated healthcare.¹⁵ In 1938, Martha Sewell subdivided her property into two lots; an eastern lot, which she retained, and a western lot, which she devised to her daughter, Elsie Sewell Horad, and her husband, Romeo Horad.¹⁶

Horad Achievements

Romeo W. Horad was born in Washington, D.C. to Finton Horad, a painter, and Isabella Williams, a dressmaker, in 1894.¹⁷ He attended the segregated Lucretia Mott school at 4th St. NW and U St. NW, serving as the president of the Mott School Athletic Association, and later pursued undergraduate studies at Western Reserve University (Case Western Reserve) and the Minor Normal School (D.C. Teacher's College).¹⁸ Horad completed a law degree at Howard University and was appointed to the Department of the Navy's Inter-Departmental Social Hygiene Board; he later worked as executive secretary of the Washington, D.C. Recorder of Deeds.¹⁹ In 1938, around the time that he relocated with his family to the Wheaton property from Vermont Avenue in Washington, D.C., Horad gave up his career in government to pursue a real estate enterprise.²⁰ From his residence at the house in Wheaton, Romeo W. Horad used this business to advance the cause of residential and institutional desegregation throughout Montgomery County, and through his political aspirations, sought to gain further representation for Black constituents in local governance.

When the Horad family moved into the house at 2118 University Boulevard W (then 11308 Old Bladensburg Road), segregation was enforced in Montgomery County and Washington, D.C. via racially restrictive legal covenants. Such covenants written into deeds excluded potential Black homebuyers from purchasing covenanted properties, and as midcentury suburbanization fueled migration out of settled areas, such contracts also prevented white homeowners from selling to eager purchasers.²¹ Romeo Horad leveraged his legal background and real estate experience to circumvent such covenants, partnering with brothers and real estate brokers Raphael and Joseph Urciolo—and later, NAACP attorney Charles Hamilton Houston—to purchase such homes and resell them to Black families.²² Through this arrangement,

¹⁴ 1910 US Federal Census, Precinct 7, Washington, D.C., Dwelling No. 159, Family No. 164; 1930 US Federal Census, Wheaton, Montgomery County, MD, Dwelling No. 531, Family No. 568.

¹⁵ Teresa B. Lachin, "Webster Sewell and the Struggle for Equal Care," *The Montgomery County Story*, Vol. 64, No. 1 (Spring 2021).

¹⁶ Montgomery County Deed Record, Liber 694:431.

¹⁷ Sewell Horad and Evelyn Horad, interview by Dr. David Rotenstein, May 30, 2017, "Sewell and Evelyn Horad Oral History Interview."; 1910 US Federal Census, Precinct 8, Washington, D.C., Dwelling No. 35, Family No. 42.

¹⁸ "Join Public School League," *The Washington Herald*, Jan. 10, 1911, p. 11; Sewell Horad and Evelyn Horad, interview by Dr. David Rotenstein, May 30, 2017, "Sewell and Evelyn Horad Oral History Interview."

¹⁹ "Romeo W. Horad, Candidate For Council, Backs Equality," *The Evening Star*, Dec. 27, 1948, p. 13.

²⁰ "Sewell D. Horad, 1922-2019," D.S. Rotenstein, April 24, 2019, <https://blog.historian4hire.net/2019/04/24/sewell-d-horad-1922-2019/>.

²¹ See Glotzer, Paige, *How the Suburbs were Segregated: Developers and the Business of Exclusionary Housing, 1890-1960*. Columbia University Press, New York, 2020

²² Mara Cherkasky and Sarah Jane Shoenfield, "A Strictly White Residential Section," *Washington History*, Vol. 29, No. 1 (Spring 2017), pp. 24-41.

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several homes on Adams and Bryant Streets in Washington, D.C.'s Bloomingdale neighborhood were successfully turned over to Black families, and Romeo Horad often recruited his son, fellow real estate salesman Sewell D. Horad Sr., to sell the properties.²³ The Urciolo brothers, who also practiced law, regularly foiled racially restrictive covenants in this way, and Raphael was later sued for this scheme; he represented himself, alongside Charles Hamilton Houston, in the U.S. Supreme Court case, *Hurd v. Hodge*, a companion case to the landmark 1948 case, *Shelley v. Kraemer* which struck down exclusionary contracts in the capital.²⁴

Romeo Horad also set his sights on educational segregation and the discrepancies between school facilities for white and Black children. County schools delegated for Black children, many of which were overcrowded, Progressive-era Rosenwald Schools, were in poor condition in the 1940s and lacked sufficient maintenance.²⁵ Horad led a local civil rights campaign for these facilities' improvement, called "The Citizens Council of Mutual Improvement for Montgomery County," which publicly decried the condition of the segregated schools buildings. He also unsuccessfully lobbied Maryland governor, William Preston Lane, Jr., to appoint a Black seamstress from Takoma Park, Bessie Beaman, to the Montgomery County Board of Education.²⁶ This campaign extended beyond educational concerns to other deficient aspects of public and social infrastructure produced as a result of segregationist policies, such as the poor condition of roads and sewage lines in Black communities throughout the county.

Romeo Horad's civil rights drive culminated in an unprecedented candidacy for the Montgomery County Council, as representative for the Sixth District in 1948. Horad ran on a platform promoting equality for Black county residents, and he was endorsed by his 2,000-member strong, "Citizens Council."²⁷ While ultimately unsuccessful, Horad continued to participate in local and county politics, leading an initiative in 1951 to register 100,000 Black Republicans across Maryland.²⁸ Throughout Romeo Horad's residency at the Wheaton property, the house seems to have remained important to his life's work. A 1948 *Evening Star* article about his county council candidacy suggests the house embodied the possibilities that Romeo foresaw for Black Americans:

Of his accomplishments, Romeo W. Horad seems proudest of the home he built 10 years ago at 11308 Old Bladensburg road, Silver Spring [present-day 2118 University Boulevard W]. The air-conditioned, Georgian house is evidence, he says, of what Negroes can do if given the opportunity. To him, it is proof that the race appreciates the advantages of modern living and is entitled to a chance of enjoying them.²⁹

²³ Sewell Horad and Evelyn Horad, interview by Dr. David Rotenstein, May 30, 2017, "Sewell and Evelyn Horad Oral History Interview."; *Hurd vs. Hodge*, 334 U.S. 24 (1948), accessed at <https://supreme.justia.com/cases/federal/us/334/24/>; *Shelley et ux. v. Kraemer et ux. McGhee et ux. v. Sipes et al.* Cornell Law School Legal Information Institute. Accessed at <https://www.law.cornell.edu/supremecourt/text/334/1>.

²⁴ Cherkasky and Shoenfield, pp. 24-41.

²⁵ "Memorandum," Planning, Housing, and Parks Committee, June 7, 2023. Montgomery County Government.

²⁶ Ibid.

²⁷ "Negroes Back Civic Leader For Council Post," *The Alabama Tribune*, Jan. 7, 1949.

²⁸ "Goal of 100,000 Negroes in G.O.P. Set in Maryland," *The Evening Star*, June 18, 1961, p. B.

²⁹ "Romeo W. Horad, Candidate For Council, Backs Equality," *The Evening Star*, Dec. 27, 1948, p. 13.

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The Romeo W. Horad House also served more tangibly as a connection between Horad's life and work and the Black community in Wheaton and beyond. Horad and his family hosted social gatherings at the house for their religious community and political acquaintances in the local Republican party while he pursued his desegregationist work. Evelyn Horad, Romeo W. Horad's daughter-in-law, remembers, "Everybody in Washington who knew them came to Wheaton and they had big parties, picnics..."³⁰ Horad family histories also indicate that many members of the Webster-Sewell-Horad family visited or stayed at the Horad House in the mid-twentieth century.³¹ Martha Sewell, Elsie Sewell Horad's mother, continued to live at the lot just east of the Horad House, and erected a building in the rear that was used as a school at some point for the children of Lyttonsville (then called Linden), a segregated Black community further south in Silver Spring. After her death, Elsie rented the property to a church community that remains at the lot in 2023. Meanwhile, Elsie's brother, Dr. Webster Sewell, continued to practice as the only physician for Black residents in the Wheaton area in the 1940s.³²

Romeo W. Horad died on October 31, 1968 and Elsie Sewell Horad died on July 26, 1990.³³ The house passed to their three children, Romeo W. Horad, Jr., Sewell D. Horad Sr., and Martha Belle Horad Jones.³⁴ Sewell Horad Sr. eventually acquired the full estate in 1997, and he sold the property to Goblam, LLC in 2016.³⁵ The following year, the parcel and the Horad House were acquired by Canaan Christian Church, which currently owns the property, as well as the second Sewell lot to its east.³⁶

Conclusion

The Horad House is significant for its association with Romeo W. Horad, who led a life of national and local importance in the struggle to achieve desegregation in the nation's capital and advance the rights and wellbeing of Black Americans in Montgomery County, Maryland (National Register of Historic Places Criterion B). Horad's actions in this pursuit contributed to the conditions which led to the landmark U.S. Supreme Court Case, *Hurd v. Hodge*, the decision of which struck down racially restrictive covenants across the District of Columbia. Horad had a sustained and productive association with the house, wherefrom he undertook much of his work, and the structure has character, interest, and value in representing his life, endeavors, and achievements. The house also served as a community and social venue where Horad deliberated over his public agenda and hosted political acquaintances. The building is a tangible vestige of the settlement and activity of the Webster and Sewell families, whose members similarly invested their lives and careers into the advancement of Black communities in Montgomery County and whose residency at the property foreshadowed the house's construction. Given the loss of most other segregation-era structures in Wheaton associated with these

³⁰ Sewell Horad and Evelyn Horad, interview by Dr. David Rotenstein, May 30, 2017, "Sewell and Evelyn Horad Oral History Interview."

³¹ Montgomery Planning papers of Dorita Sewell.

³² Ibid.

³³ "Romeo William Horad Sr," *Find A Grave*, <https://www.ancestry.com/discoveryui-content/view/1273788:60525>; "Elsie S Horad," *Find A Grave*, <https://www.ancestry.com/discoveryui-content/view/1273785:60525>.

³⁴ Montgomery County Deed Records, Liber 5495:399; During Romeo and Elsie Horad's ownership of the property, the parcel was reduced to accommodate the widening of University Boulevard (Montgomery County Deed Records, Liber 2829:150).

³⁵ Montgomery County Deed Records, Liber 15093:566; Liber 52383:192.

³⁶ Montgomery County Deed Records, Liber 53884:190.

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individuals, such as the Wheaton Colored School and the Webster House, the Horad House stands as the last intact material connection to their period of settlement and contributions to social development.

9. Major Bibliographical References

Inventory No. M:31-87

1910 & 1930 US Federal Censuses. Digital scan of original records in the National Archives, Washington, D.C.

Cherkasky, Mara and Sarah Jane Shoenfield. "A Strictly White Residential Section." *Washington History*, Vol. 29, No. 1 (Spring 2017), pp. 24-41.

Montgomery County Deed & Will Records.

Sewell Horad and Evelyn Horad, interview by Dr. David Rotenstein, May 30, 2017, "Sewell and Evelyn Horad Oral History Interview."

10. Geographical Data

Acreeage of surveyed property approx. 0.77 acres

Acreeage of historical setting approx. 1 acre

Quadrangle name Kensington

Quadrangle scale: 1:24,000

Verbal boundary description and justification

The Romeo W. Horad House is located at 2118 University Boulevard W in Silver Spring, Maryland. The house's parcel occupies approximately 0.77 acres of land.

The lot on which 2118 University Boulevard W is located was previously addressed as 11308 Old Bladensburg Road. In March 1938, at the time the land was last subdivided, the parcel was designated Lot 1 of the "Sewell Tract." Historic land records describe the lot as follows: "Being known as Sub Lot numbered Eight (8), being part of a tract of land called "Hermitage" and more particularly described as follows, to wit: Beginning at a stone marked 7 standing at the end of the 3rd line of Subt Lot No. 7, and running thence reversely with said line S. 7414 degrees E. 14 perches to a stone at the end thereof in the center of a foot road; then with the center of said road N. 914 degrees E 11 4/10 perches to a stone planted in the Bladensburg Road; then with said road N. 7414 degrees W 14 perches to a stone; then S. 914 degrees W. 11 4/10 to the beginning—all the bearings requiring 214 degrees allowance, A.D. 1894, containing one acres of land, more or less," (Montgomery County Deed Records, Liber JA 42:351).

11. Form Prepared by

name/title	Grant Cunningham		
organization	The Ottery Group, Inc.	date	November 2023
street & number	P.O. Box 4265	telephone	n/a
city or town	Silver Spring	state	MD

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-697-9591



Montgomery County Planning Department
The Maryland-National Capital Park and Planning Commission

Montgomery County Burial Sites Inventory

Historic Preservation ID:

HP-362

Name:

Captain John and Lucy Adamson Family Burial Ground

Description:

18th-century family burial ground

Community:

Religious:

Family:

African American:

Other Site Type:

Number of Burials:

Visible Markers:

Formal Entrance:

Cemetery Sign:

Active:

Earliest Year:

1772

Latest Year:

1855

Is the Site Extant?:

Is the Location Sensitive?:

Sensitive Contact:

Sensitive Reason:

Location Confidence:

Approximate

Location Confirmed:

**Volunteer Forms and External Web Links (Montgomery Planning is not responsible for content.
Links provided for informational purposes only)**

2006 Survey Summary:

[NA](#)

Montgomery Preservation, Inc.:

[NA](#)

FindaGrave.com:

[NA](#)

Maryland Tombstone Transcription Project:

[NA](#)

Other Website:

[NA](#)

Master Plan Historic Resource No.:

Historic Resource:

Confirmed by Planning Board:

Confirmation Date:

Site Survey Date:

Revision Date:

No

Site Surveyor Name:

Data Originator:

Notes:

First noted as a reservation in an 1855 deed. The earliest date is based on the death year of John Adamson. The last year is unknown, but based on the first reference to the cemetery in a deed reservation, possibly indicating transfer of the surrounding land out of the family and making future burials there less likely.

Technical information about the locational information shown in the online map.

Public Display Scale:

Is there a Restriction on Sharing Information?:

1: 0

GIS Source Date:

GIS Source Datum:

Boundary Type:

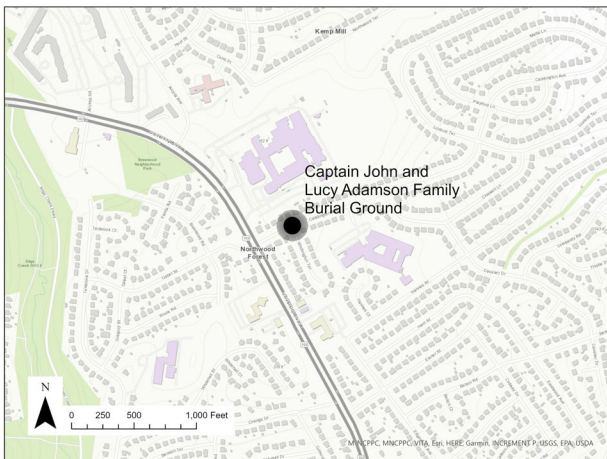
Horizontal Accuracy:

GIS Data Source:

Additional Information:

The graveyard is referenced as a reservation for "1/2 acres of said land for a family grave-yard and a convenient right of way to and from the same." This reservation appears in 1855 (Liber JGH 5 Folio 2); 1912 (Liber 224 Folio 135) and 1955 (Liber 2074 Folio 440). The deeds do not specify the exact location, and this is no longer known. An approximate location was chosen by mapping the boundaries of the deeds referencing the cemetery, and then examining 1950s aerial photography for a likely right of way.

Images:



Approximate location of the graveyard

Date 12/11/2024

Photographer Brian Crane

MARKER ID

GIVEN NAME

FAMILY NAME

DEATH YEAR

APPENDIX E: PARKS, TRAILS, AND OPEN SPACE

INTRODUCTION

The purpose of this appendix is to explain the park planning process and to also provide additional information about certain recommendations for parks, trails and open space in the Plan area. M-NCPPC, Montgomery County Department of Parks owns and manages more than 420 parks throughout the county, covering more than 37,000 acres. Just a few of these parks are located in the University Boulevard Corridor Plan area. Existing M-NCPPC parks include Wheaton Forest Local Park, Kemp Mill Urban Park, Sligo Creek Stream Valley Park, Breewood Neighborhood Park, North Four Corners Local Park, Blair Local Park and Pinecrest Local Park. It also includes Maryland Department of Transportation State Highway Administration (MDOT SHA)-owned land through which a park trail passes.

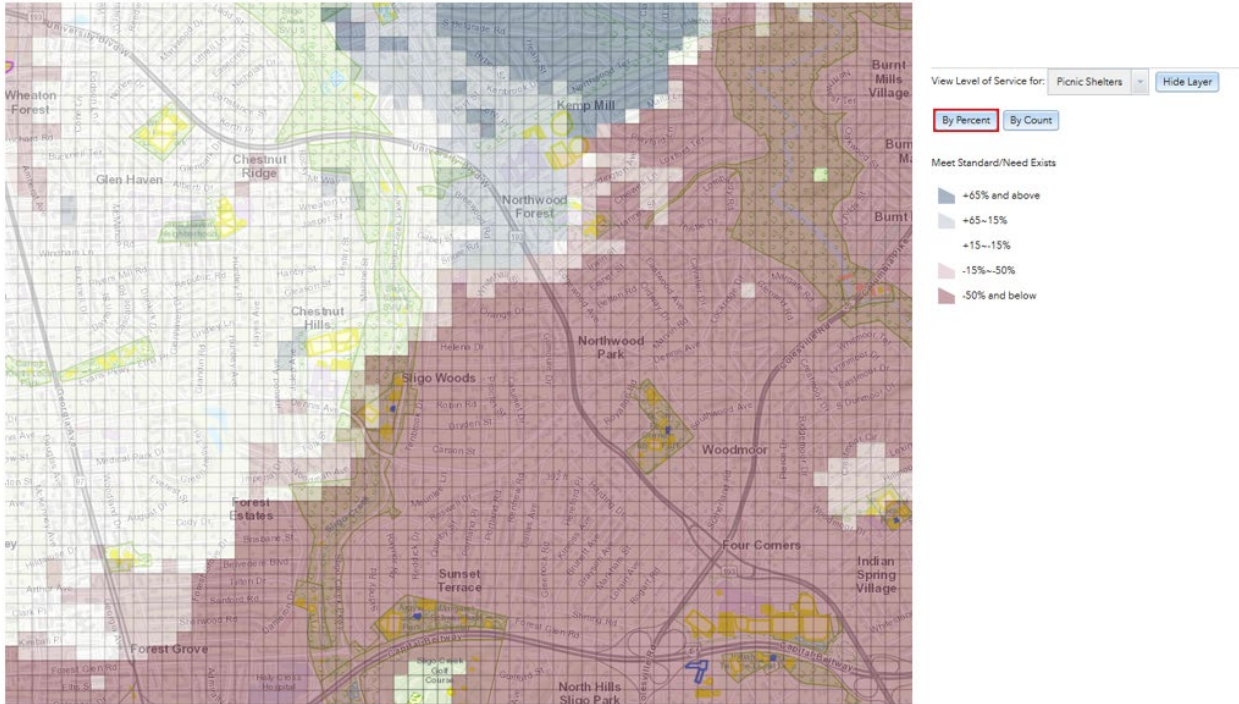
ABOUT PARK PLANNING AND ANALYSIS

Park planning is about ensuring the right parks (and park facilities) are in the right places and that they are equitably distributed. During community and area master plans, park planners inventory existing parks in the Plan area, and based on standards established in the Parks, Recreation and Open Space Plan (PROS) determine whether existing parks and park facilities are meeting the needs of current residents. Park planners then evaluate population forecasts based on likely changes in zoning, as recommended in the community or area master plan, to determine what additional parks or park facilities may be needed, and where, to serve future residents. Park planners examine not only public parks, but also privately-owned public spaces (POPS). POPS are open spaces that are managed by the private sector but are open to the public.

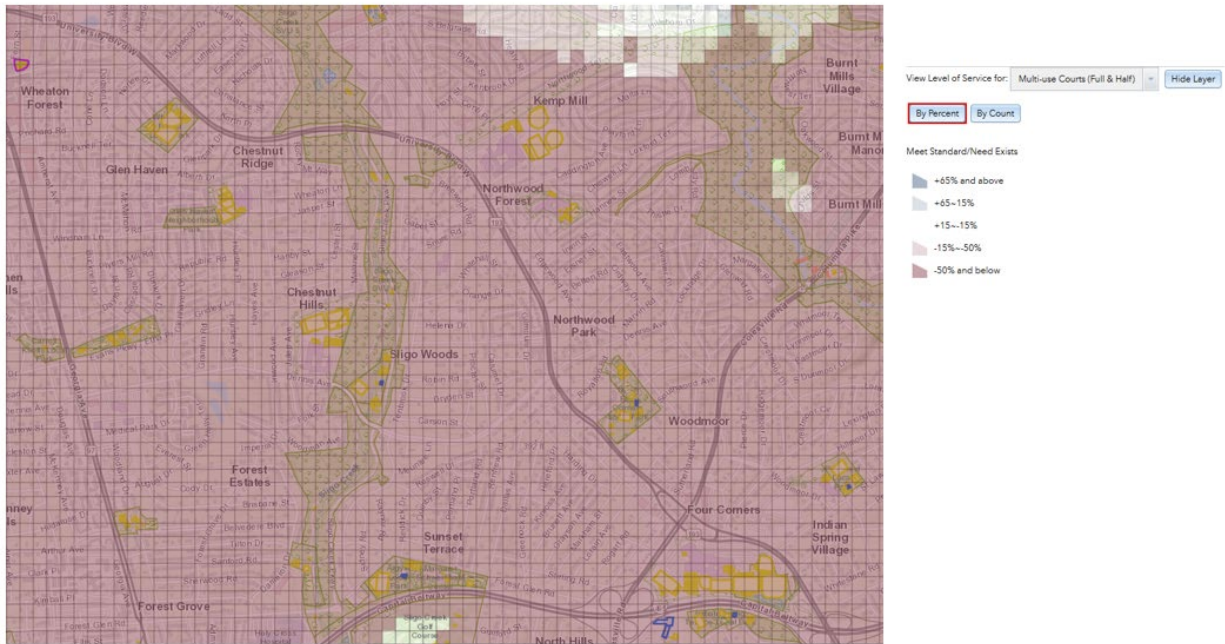
The primary goal of a park system is to provide a balance of opportunities for physical fitness, social gathering, and nature contemplation. Park planning analyses determined that residents of this area have access to numerous parks and park facilities. Additionally, several other parks are located just outside the Plan area, including Wheaton Regional Park and Northwest Branch Stream Valley Park. Results from analysis based on methodologies recommended in the 2018 Energized Public Spaces Functional Master Plan (EPS) (Fig.1), the University Boulevard Corridor Plan area contains a relatively good supply of parks and park facilities per capita and a relatively low need for experience improvement. A few notable exceptions include a need for picnic shelters, multi-use & soccer courts, playgrounds, and small/medium athletic fields.

Based on park planning analysis, the Plan does not recommend any new parks in the Plan area. The Plan recommendations instead focuses on improving or expanding existing parks and potentially adding the above facilities in parks in the corridor and nearby parks. The Plan also recommends transferring the SHA-owned land—through which the Northwood Chesapeake Bay Trail passes—to M-NCPPC Montgomery Parks as soon as possible.

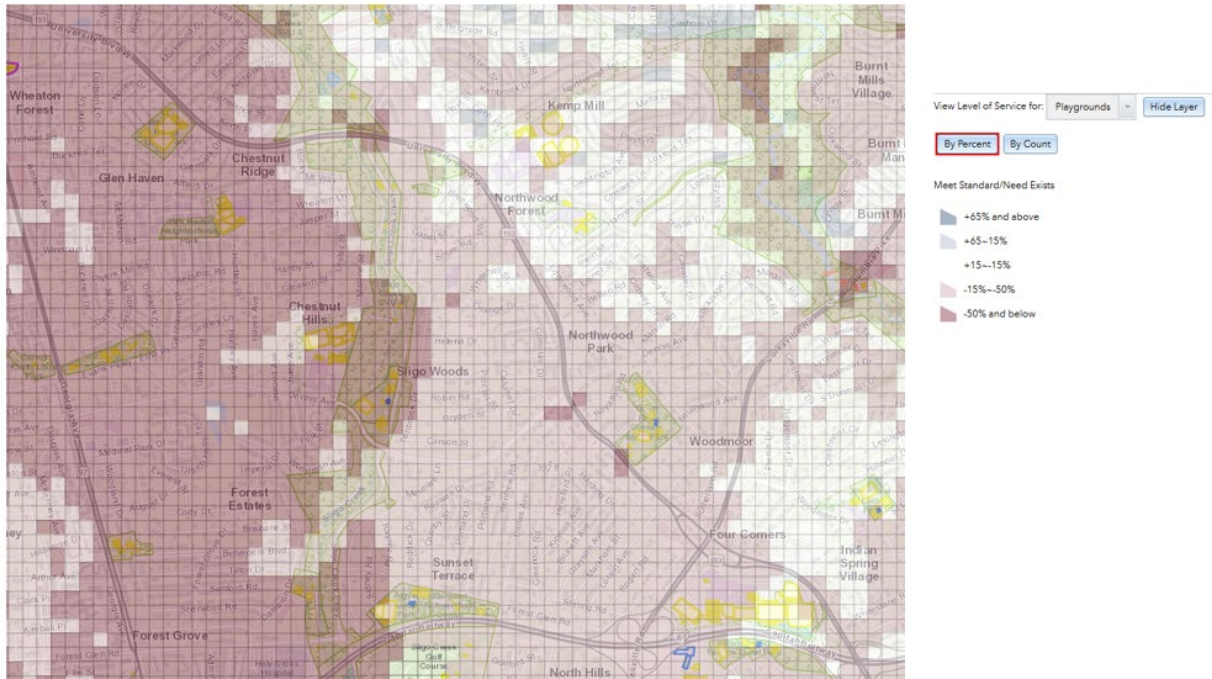
Parks Level of Service – Picnic Shelters



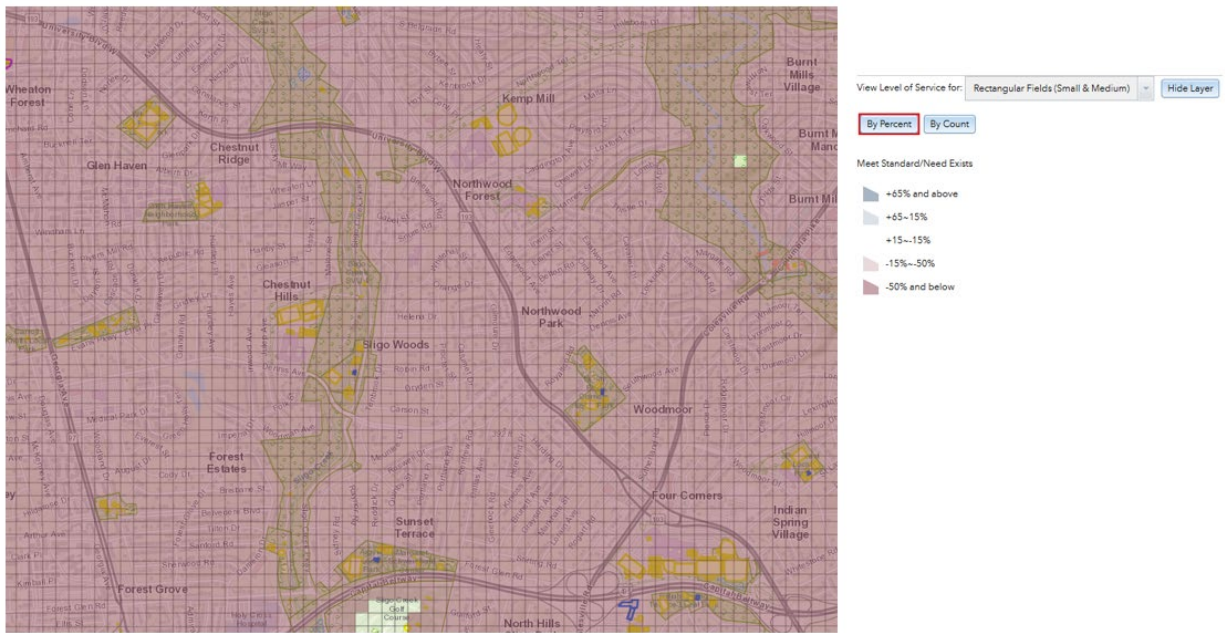
Parks Level of Service – Multi-Use & Soccer Courts



Parks Level of Service – Playgrounds



Parks Level of Service – Rectangular Fields (Small & Medium)



DRAFT APPENDIX F: TRANSPORTATION

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INTRODUCTION

This Transportation Appendix summarizes the methodology and analysis used to inform and evaluate the recommendations in the University Boulevard Corridor Plan. The Plan seeks to provide multiple safe and convenient transportation options for all travelers, regardless of age, ability, or mode of transportation. The Plan prioritizes safety and choice, serving pedestrians, bicyclists, transit users, and vehicle passengers who live, work, learn, and visit the Plan area over the through-movement of high-speed vehicles. The transportation goals and recommendations of this Plan prioritize the safety of all road users, consistent with the Vision Zero policy adopted by the Montgomery County Council in 2016.

COMPLETE STREETS

The University Boulevard Corridor Plan’s overall transportation goal is to transform the Plan area into a place where all travelers—regardless of age, ability, or mode of transportation—have multiple safe and convenient transportation options. Achieving this goal will require an interconnected network of complete streets, designed, operated, and maintained to provide safe accommodations for people who walk, bicycle, use transit, and drive. Since the operation and maintenance of key roadways in the Plan area is a shared responsibility between the state and the county, the complete streets policies of each agency are relevant to the implementation of this long-term vision.

The Maryland Department of Transportation State Highway Administration adopted a Complete Streets Policy in 2011 that requires the consideration and incorporation of all transportation modes when developing or redeveloping the state’s transportation system. The policy commits to a safe, efficient and multimodal network as well as partnerships with local governments, transit providers and stakeholders to develop and maintain a complete street network.¹

The Montgomery County Complete Streets Policy and Standards, included in Section 49-25 of the Montgomery County Code, require that “each County road must be designed so that the safety and convenience of all intended users of the roadway system is accommodated. Complete Streets

¹ “Complete Streets Policy, Maryland State Highway Administration.”
http://roads.maryland.gov/OPPEN/SHA_Complete_Street_Policy.pdf

function as a road transportation network that is safe and convenient for all intended users, regardless of mode.”²

The planning, design, and construction of long-term redevelopment and infrastructure projects must implement the Complete Streets policies of the state and county to facilitate the safe and efficient movement of all transportation modes.

UNIVERSITY BOULEVARD CORRIDOR EXISTING TRANSPORTATION CHARACTERISTICS

The Plan area boundary includes both sides of University Boulevard East and West (MD 193), between Amherst Avenue and the Capital Beltway (I-495). Georgia Avenue (MD 97) and Veirs Mill Road (MD 586) intersect University Boulevard in Downtown Wheaton, just west of the Plan area. The Plan area includes the interchange of University Boulevard and I-495 near its eastern boundary. Colesville Road (US 29)—which carries traffic between I-70 near Ellicott City and the District of Columbia—intersects University Boulevard in Four Corners in a complex jughandle configuration that includes a one-way couplet where University Boulevard (MD 193) is split into eastbound and westbound sections, one of the most complex at-grade intersection configurations in Montgomery County. Other key intersecting roadways along the corridor include Inwood Avenue, Sligo Creek Parkway, Arcola Avenue, and Dennis Avenue.

The Plan area includes high-ridership transit routes along both University Boulevard and Colesville Road. The Washington Metropolitan Area Transit Authority’s (WMATA) C2 and C4 Metrobus routes travel the full length of University Boulevard through the Plan area, carrying over 12,000 weekday daily riders combined³, the highest bus ridership in the State of Maryland. Montgomery County Ride On buses, including Routes 7, 8, and 9, also serve University Boulevard. The U.S. 29 Flash Orange and Blue services, which connect Silver Spring to Briggs Chaney and Burtonsville respectively, both include stops in Four Corners.

Street connectivity in the Plan area is limited for people traveling by all modes, including for people driving. Most neighborhoods along University Boulevard are isolated from one another and have limited access points to University Boulevard; where neighborhood access points do exist, they are often misaligned across University Boulevard and are frequently unsignalized, requiring challenging and potentially dangerous maneuvers like unprotected left turns across multiple lanes of oncoming traffic. This same condition also threatens people walking, biking, and rolling, since drivers navigating unsignalized left turns are also turning across crosswalks while monitoring multiple crash risks.

² “Montgomery County Road Design and Construction Code” (https://codelibrary.amlegal.com/codes/montgomerycounty/latest/montgomeryco_md/0-0-0-147955#JD_49-25)

³ WMATA Metrobus Ridership Summary, October 2024.

People walking, biking, and rolling lack safe, comfortable, and connected facilities for traveling both along and across University Boulevard. Protected crossings of University Boulevard—where traffic controls stop vehicular traffic to allow people to cross—are few and far between, with a median distance of over 1,400 feet between protected crossings and one section approaching 2,800 feet between protected crossings. Sidewalks along University Boulevard are generally directly adjacent to vehicular travel lanes and are overgrown with vegetation in some places, further narrowing the existing typical 6' sidewalk width. These conditions are unsafe and uncomfortable for all who would walk, bike, and roll along and across University Boulevard, and especially for those who use wheelchairs and other assistive mobility devices. There are no bicycle facilities on University Boulevard itself, and the disconnected street network precludes direct, connected bicycle facilities on parallel streets, making bicycling through the area inconvenient, uncomfortable, and unsafe.

In Four Corners, people walking, biking, and rolling face even wider roadway crossings and large corner radii that allow vehicles to make high-speed right turns from University Boulevard onto Colesville Road where large numbers of vulnerable Montgomery Blair High School students cross before, during, and after school to access bus stops and local businesses. There is insufficient space on the narrow sidewalks for students and other people to board and alight buses and wait for pedestrian crossing signals.

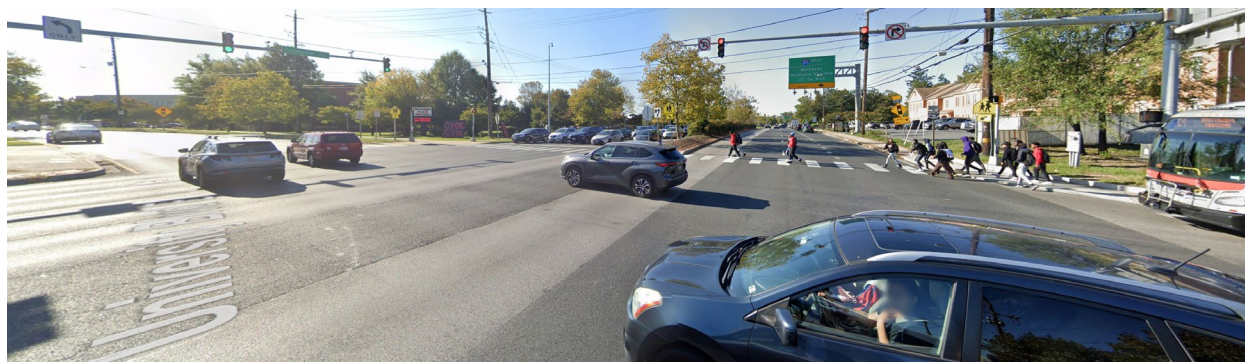


Figure 1 - Students Crossing US 29 at University Boulevard in Four Corners (Image capture: Oct 2023 ©2024 Google)

SEVERE AND FATAL CRASHES

As shown in Figure 2, between 2015 and 2023, there were four fatal crashes and 49 severe injury crashes in the University Boulevard Corridor Plan area. Although pedestrian and bicycle travel represent less than an estimated 3% of person trips in the area, pedestrians and bicyclists accounted for 43% of fatal and severe injury crashes, including two fatalities and 21 severe injuries. Comparably, approximately 39% of the fatal and severe crashes in the county between 2015 and 2023 involve a pedestrian or a bicyclist. This high-level analysis suggests that infrastructure improvements are critical to improve safety in the University Boulevard Corridor, particularly for disproportionately affected, vulnerable users such as pedestrians and bicyclists.

Severe and Fatal Crashes (2015-2023)

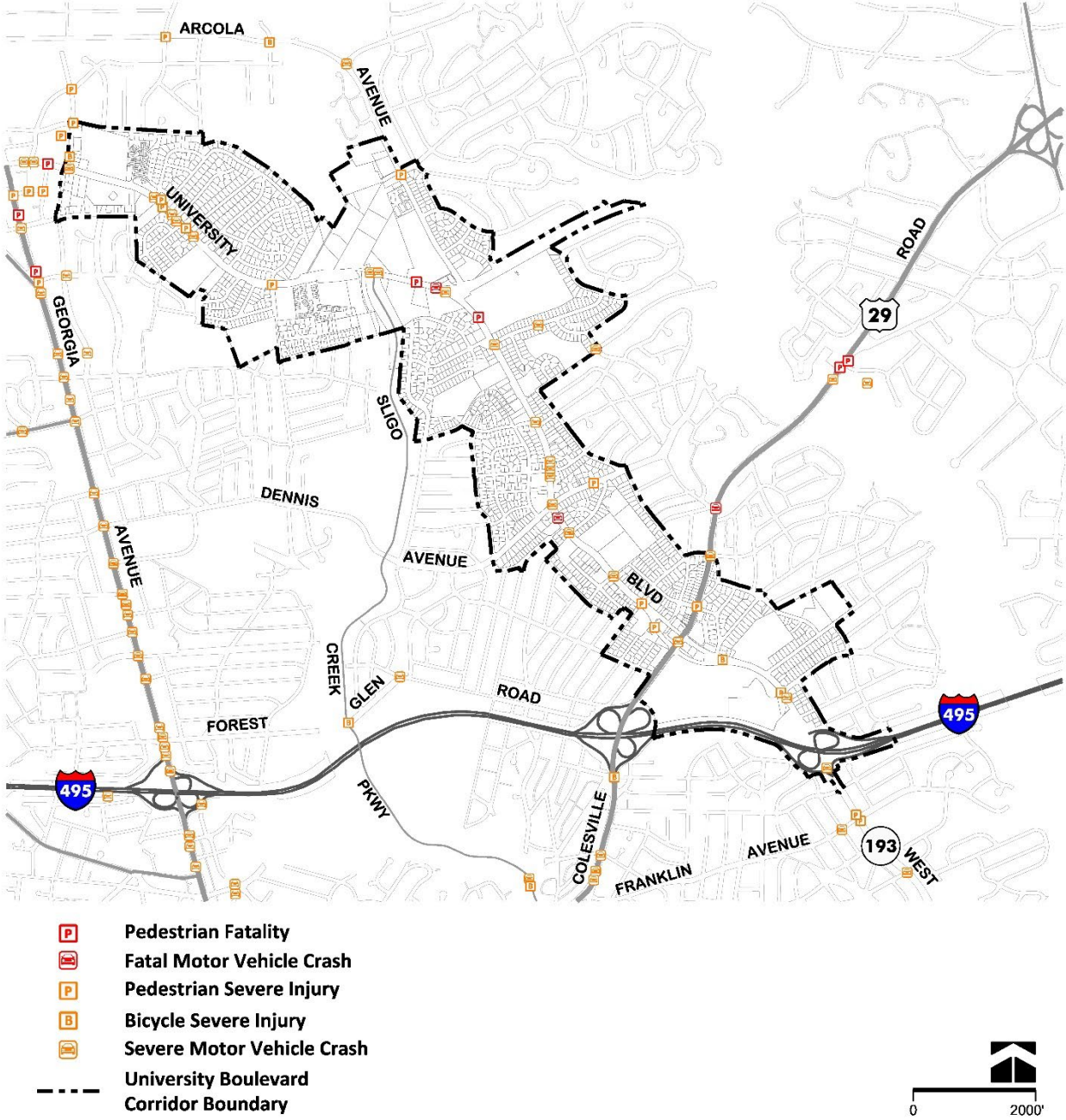


Figure 2: University Boulevard Corridor Severe Injury and Fatal Crashes, 2015-2023

ROADWAY SAFETY

Roadway safety is achieved in large part through the reduction of crash frequency and crash severity. Methods to reduce crash frequency include providing clearly designated space for each road user, as accomplished through a complete street, regulating the interaction of road users through traffic signals or other traffic control measures, and reducing speeds, allowing all users more opportunity to avoid crashes. The reduction of crash severity is primarily achieved through reduced vehicle speeds.

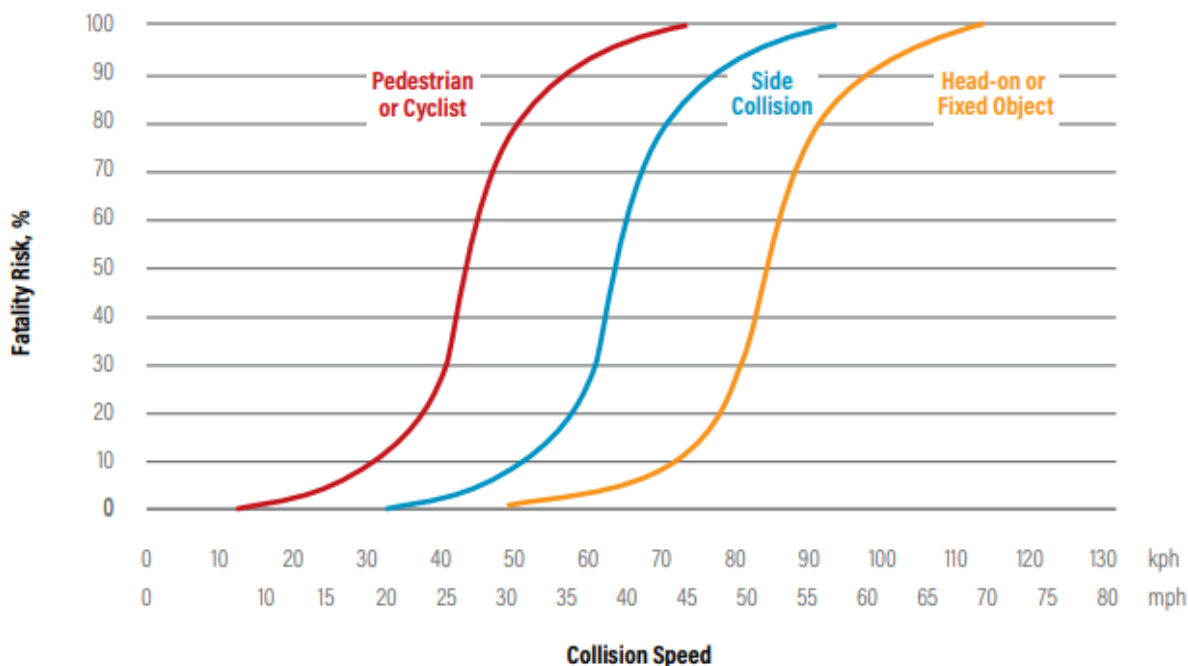


Figure 3: Relationship Between Fatality Risk and Vehicle Speed for Pedestrians, Bicyclists, and Motorists (Adapted from WRI)⁴

The Plan recommends increasing the frequency of protected crossing locations (e.g., fully signalized or all-way stop controlled intersections) to better regulate road user interactions and provide more safe opportunities for the most vulnerable road users to cross vehicular traffic.

The Plan also includes recommendations to reduce speeding vehicles, including assigning Complete Streets Design Guide (CSDG)⁵ Street Types that have target speeds more appropriate for a safe, vibrant, mixed-use environment. The Growth Corridor Boulevard, Town Center Street, Area Connector, and Neighborhood Connector Street Types recommended for the vast majority of the Plan area streets have target speeds ranging from 20 MPH to 30 MPH, as well as corresponding design guidance in the CSDG to help achieve those target speeds. The Department’s Predictive Safety

⁴ *Sustainable & Safe – A Vision and Guidance for Zero Road Deaths*. World Resources Institute. 2018. (<https://www.wri.org/research/sustainable-and-safe-vision-and-guidance-zero-road-deaths>)

⁵ <https://montgomeryplanning.org/wp-content/uploads/2022/03/Montgomery-County-CSDG-Approved-2021.pdf>

Analysis⁶ found that, even controlling for the level of vehicular traffic and nonmotorized activity, increasing the speed limit of a roadway by 10 MPH increases the risk of certain crashes by 32%.

Reducing the width and number of vehicle travel lanes on the Plan area's widest streets is another key safety recommendation of the Plan. The Predictive Safety Analysis also found that, even controlling for the level of vehicular traffic and nonmotorized activity, increasing the number of lanes from 2 to 4 increases the risk of certain crashes by 40%; further increasing the number of lanes from 4 to 6 is associated with an additional 40% increase in crash risk. Reducing lane widths to the CSDG recommended widths provides an opportunity to increase safety for road users by slowing speeds and reducing pedestrian crossing times. It also allows reallocation of right-of-way to improve safety for all users by providing adequate width for sidewalks, bikeways, medians, and buffers.

Reducing curb radii to the minimum consistent with Complete Streets Design Guide guidance helps to reduce the speed of turning vehicles, reducing crashes by giving drivers more time to see and yield to people walking, biking, and rolling through the intersection and reducing the severity of crashes that do occur by reducing vehicle speed and hence kinetic energy.

FOUR CORNERS

BACKGROUND

The Four Corners street network, which includes a one-way couplet where University Boulevard (MD 193) is split into eastbound and westbound sections and intersects with Colesville Road (U.S. 29), is one of the most complex at-grade intersection configurations in Montgomery County. This roadway configuration has existed since the 1960s. Inconsistent with Complete Streets Design Guide guidance, the existing conditions along University Boulevard in Four Corners include 5' wide sidewalks, buffers that are either 5' wide or not present, a complete lack of bicycle facilities, and 11' wide inner vehicle travel lanes that encourage higher vehicle speeds.

The 2018 *Bicycle Master Plan* calls for a planned Breezeway sidepath bicycle facility along the north side of University Boulevard through Four Corners, as well as an intersecting planned Breezeway facility along Colesville Road that follows an indirect northward path along University Boulevard, Lexington Drive, Pierce Drive, Woodmoor Drive, and Woodmoor Circle, before returning to Colesville Road.

The 2013 *Countywide Transit Corridors Functional Master Plan* calls for Bus Rapid Transit corridors along both Colesville Road (US 29) and University Boulevard (MD 193). The 2013 *Countywide Transit Corridors Functional Master Plan* calls for dedicated lanes along Colesville Road through Four Corners; MCDOT is currently advancing designs for two median-running dedicated transit lanes through Four

⁶ [https://montgomeryplanning.org/planning/transportation/vision-zero/predictive-safety-analysis/#:~:text=The%20Predictive%20Safety%20Analysis%20estimates,Safety%20Performance%20Functions%20\(SPFs\).](https://montgomeryplanning.org/planning/transportation/vision-zero/predictive-safety-analysis/#:~:text=The%20Predictive%20Safety%20Analysis%20estimates,Safety%20Performance%20Functions%20(SPFs).)

Corners. The 2013 *Countywide Transit Corridors Functional Master Plan* calls for the University Boulevard Bus Rapid Transit route to operate in mixed traffic between Lorain Avenue and Williamsburg Drive.

The University Boulevard Corridor Plan seeks to transition Four Corners from an auto-dominated center into a mixed-use, people-oriented center characterized by a safe, accessible and connected public realm for people who are walking, biking, rolling, riding transit, and driving.

CONCEPT DEVELOPMENT

PROCESS

Planning staff collaborated with internal urban design experts, Montgomery County Department of Transportation (MCDOT) staff, Maryland Department of Transportation State Highway Administration (SHA) staff, and transportation consultants Vanhase Hangen Brustlin (VHB) to develop design concepts for the reconfiguration of the Four Corners intersection through a series of six workshops between the spring and fall of 2023. Design concepts sought to prioritize and balance numerous goals and objectives, including:

- **Improve Multimodal Safety:** Increase protected crossing frequency, reduce vehicle-vehicle conflicts, reduce vehicle-pedestrian/bike conflicts, reduce crossing distances, and reduce design speeds
- **Improve Livability:** Support economic exchange, recreation and social engagement, infrastructure and ecology, and buffer pedestrians and bicyclists from vehicular traffic
- **Improve Walkability:** Increase protected crossing frequency, buffer pedestrians from vehicular traffic, reduce vehicle-ped conflicts, reduce crossing distances, reduce design speeds, increase pedestrian pathway convenience
- **Improve Bikeability:** Implement a north-south Breezeway facility, implement an east-west Breezeway facility, buffer bicyclists from vehicular traffic, provide protected intersections, provide space for bicycle parking
- **Improve Transit:** Incorporate 29 Flash BRT plans, include dedicated transit lanes on University Boulevard through Four Corners,⁷ consider convenience of station placement to potential destinations, consider space available for high-quality stations
- **Support Development Opportunity:** expand street connectivity, improve property access

⁷ This was included as a “reach” goal to encourage creative thinking about how dedicated transit lanes might be accommodated on University Boulevard through Four Corners. Although dedicated transit lanes on University Boulevard through Four Corners would be desirable to improve transit system performance, the Plan establishes multimodal safety—not increasing capacity or vehicular travel speeds through Four Corners—as the top priority of the study; as such, the Plan prioritizes pedestrian and bicycle safety improvements, including a human scale and reduced pedestrian crossing distances, a Breezeway that connects to bicycle and pedestrian facilities along University Boulevard, and ample street buffers over dedicated transit lanes.

- **Minimize Impacts:** Minimize right-of-way impacts, deprioritize auto capacity expansion, consider compensating reduction in right-of-way

The workshops considered a variety of options for addressing these goals and objectives, ranging from limited adjustments to the existing configuration to more substantial infrastructure investments. Concepts variously combined the major flows of University Boulevard traffic onto either the existing westbound lanes, the existing eastbound lanes, or a new alignment and various north-south street connections were also considered. Two concepts that best balanced the goals and objectives listed above were advanced for further discussion and analysis: a “Limited Changes” concept and a “Street Grid” concept, both described in more detail below.

LIMITED CHANGES CONCEPT

The Limited Changes concept maintains the same general configuration of University Boulevard as a one-way couplet with jughandles to accommodate left turn movements from Colesville Road onto University Boulevard, as illustrated in Figure 4. Existing right-of-way lines are generally maintained with this concept. One through vehicle travel lane per direction is repurposed and curbs are relocated to narrow the roadway and provide safer and more comfortable facilities for people walking, biking, and rolling. These include:

- a 10-foot sidewalk and 7-foot street buffer along the north side of westbound University Boulevard;
- an 8-foot sidewalk and 8-foot street buffer along the south side of westbound University Boulevard (Figure 5);
- an 11-foot sidewalk and 8-foot street buffer along the north side of eastbound University Boulevard; and
- a 16-foot Breezeway sidepath and 8-foot street buffer along the south side of eastbound University Boulevard (Figure 6).



Figure 4: Conceptual Aerial View of Limited Changes Concept

Westbound University Boulevard
(Four Corners)

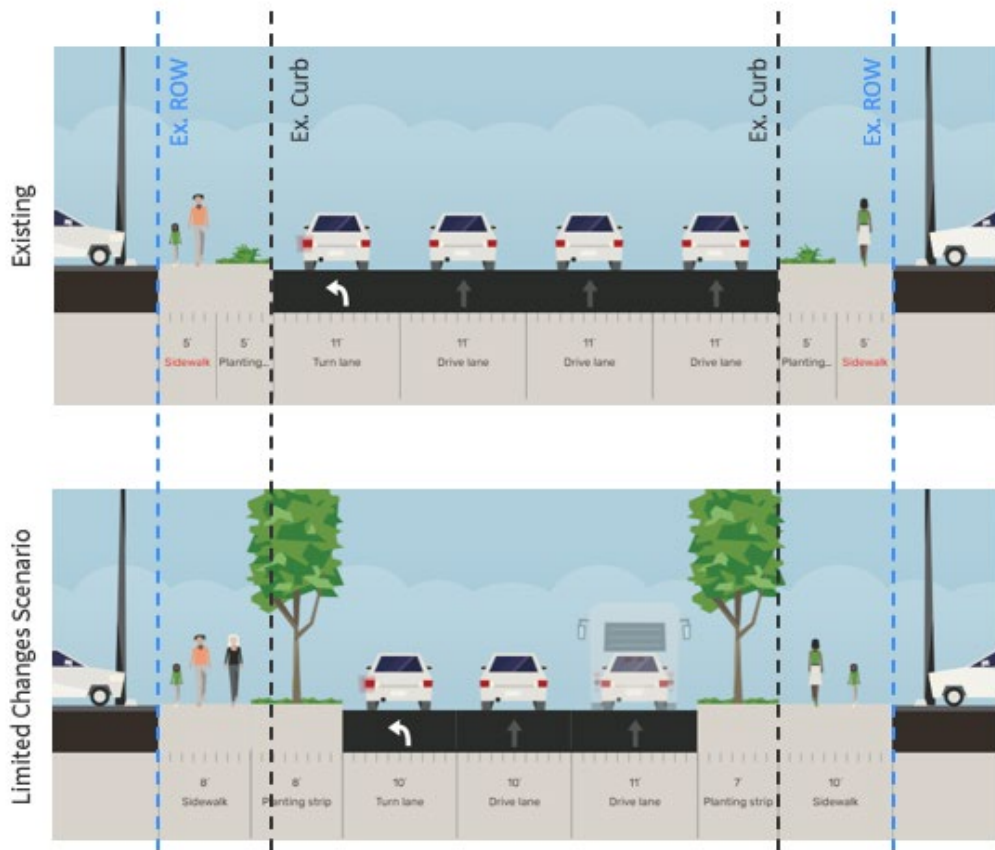


Figure 5: Existing and Limited Changes Concept Cross Sections for Westbound University Boulevard, West of Colesville Road

Eastbound University Boulevard (Four Corners)

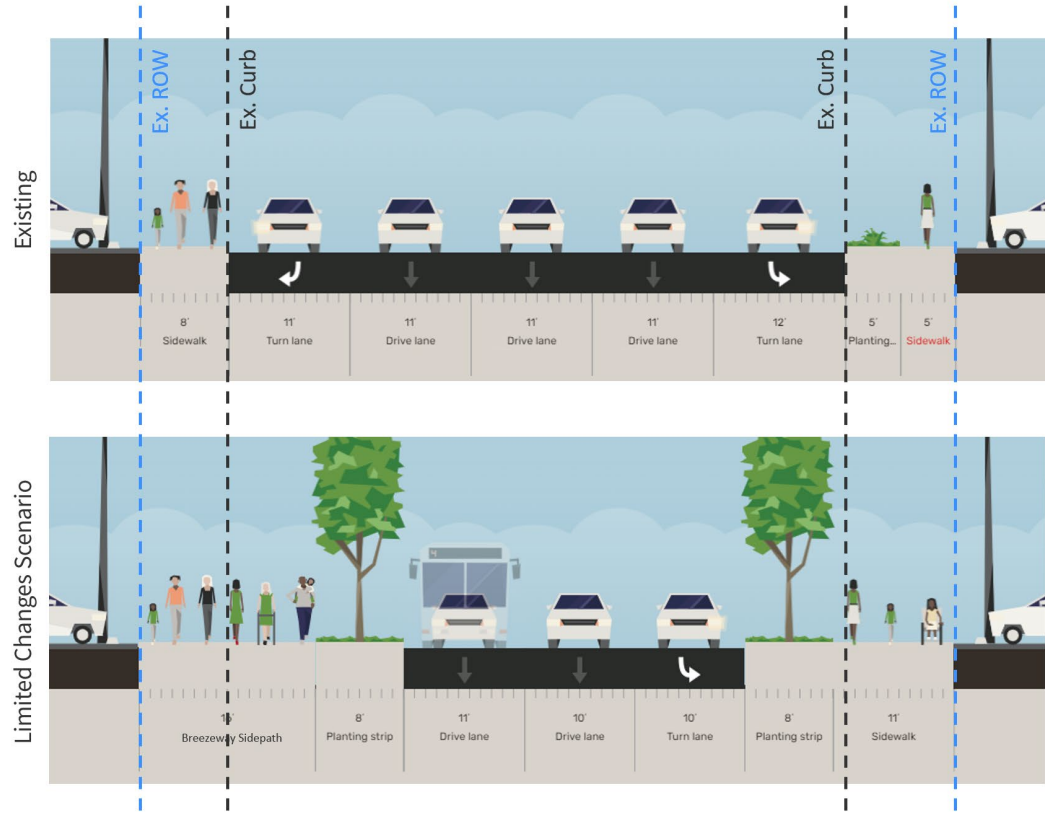


Figure 6: Existing and Limited Changes Concept Cross Sections for Eastbound University Boulevard, West of Colesville Road

STREET GRID CONCEPT

The Street Grid concept reconfigures the street network and right-of-way to a more conventional “grid” pattern through redevelopment or capital investment to provide increased local connectivity for people walking, biking, rolling, taking transit, and driving. Both directions of University Boulevard’s vehicular travel are combined into a single roadway, aligned with the existing westbound lanes. The existing right-of-way line along the north side of University Boulevard is maintained and the westbound right-of-way is widened toward the south to accommodate both directions of vehicular travel as well as wider sidewalks and planted street buffers. The existing eastbound direction of University Boulevard’s vehicular travel is realigned with Gilmoure Drive to intersect Lorain Avenue and Colesville Road perpendicularly as a more human-scale Town Center Street with one vehicular travel lane per direction as well as a sidewalk, a Breezeway sidepath, and planted street buffers; the new street, an extension of Gilmoure Drive, creates a new rectangular block pattern (Figure 7). Portions of the existing eastbound University Boulevard and jughandle right-of-way become available for private

development or other public uses. While Figure 7 illustrates a fairly complete and rectangular grid network, variations on the concept could be explored through additional study. For example:

- Gilmore Drive (Extended) east of Colesville Road could follow more closely the existing alignment of eastbound University Boulevard and curve to a perpendicular intersection with the proposed 2-way University Boulevard at Lexington Drive.
- Rogart Road and Sutherland Drive could remain dead-end streets with connections to Gilmore Drive (Extended) only for people walking, biking, and rolling.
- The proposed segment of Sutherland Road between Gilmore Drive (Extended) and the proposed 2-way University Boulevard could be removed, included as a shared street, or included as a connection only for people walking, biking, and rolling.

In any case, multimodal safety—not increasing capacity or vehicular travel speeds through Four Corners—is the top priority for Four Corners; as such, the Plan prioritizes pedestrian and bicycle safety improvements, including a human scale and reduced pedestrian crossing distances, a Breezeway that connects to bicycle and pedestrian facilities along University Boulevard, and ample street buffers over dedicated transit lanes.

The reconfiguration of streets and right-of-way provide space for safer and more comfortable facilities for people walking, biking, and rolling, including:

- an 8-foot sidewalk and 6-foot street buffer along the north side of University Boulevard;
- an 8-foot sidewalk and 6-foot street buffer along the south side of University Boulevard (Figure 8);
- a 10-foot sidewalk and 8-foot street buffer along the north side of Gilmore Drive Extended (existing eastbound University Boulevard); and
- a 16-foot Breezeway sidepath and 8-foot street buffer along the south side of Gilmore Drive Extended (existing eastbound University Boulevard; Figure 9).

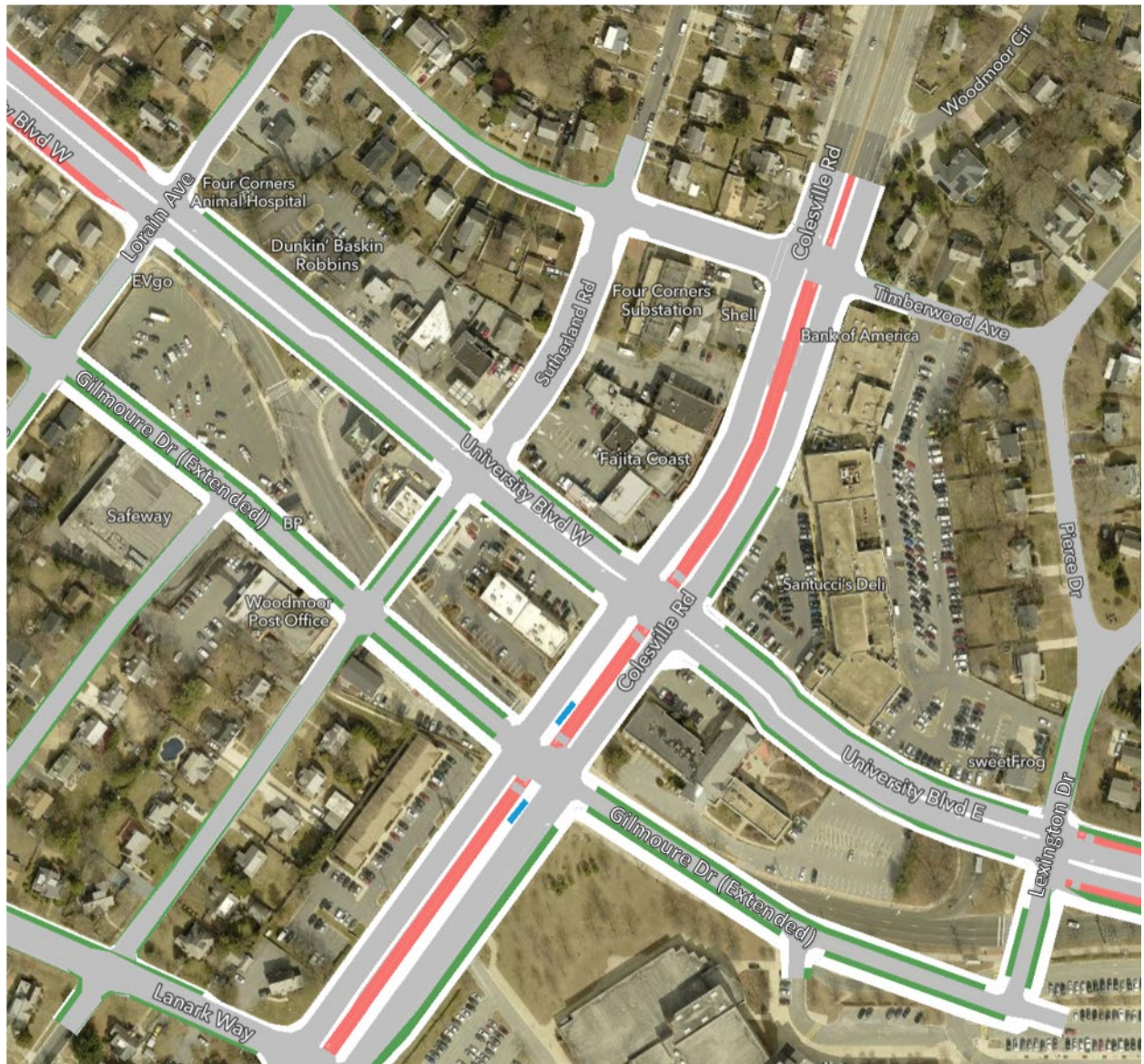


Figure 7: Conceptual Aerial View of Street Grid Concept

Westbound University Boulevard (Four Corners)

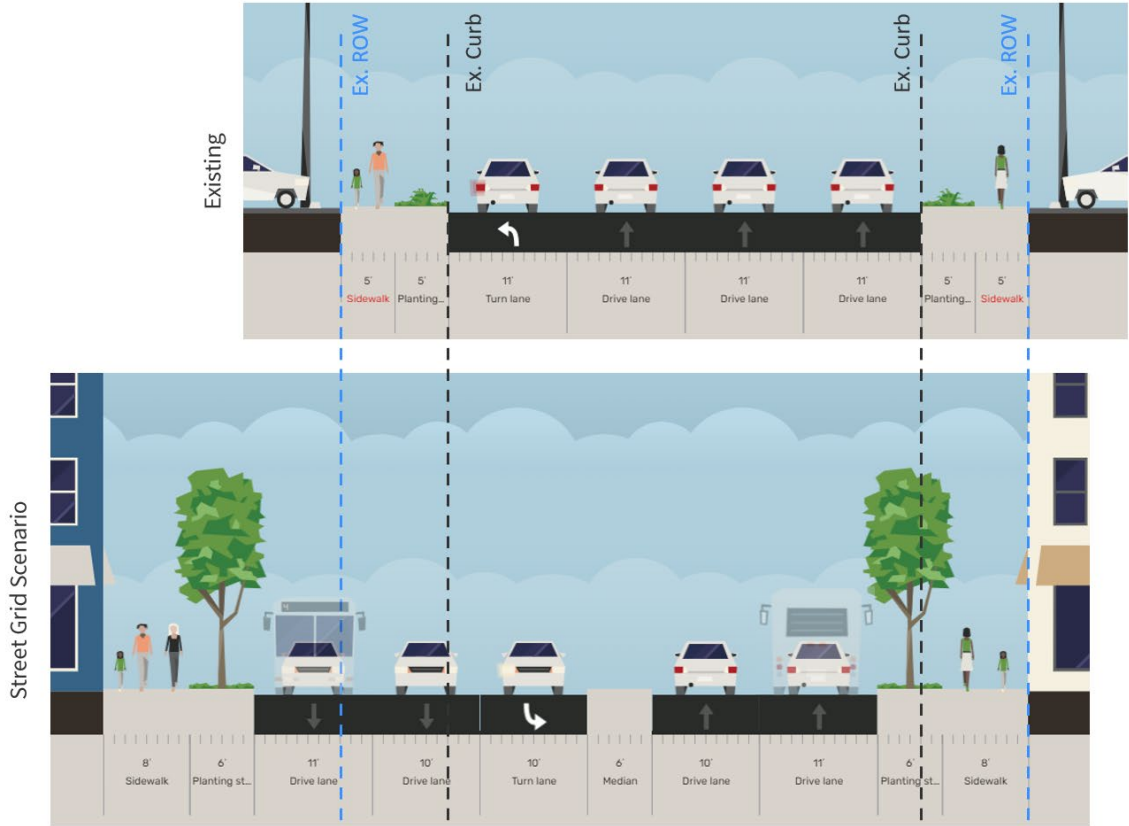


Figure 8: Existing and Street Grid Concept Cross Sections for Westbound University Boulevard, West of Colesville Road

Eastbound University Boulevard (Four Corners)

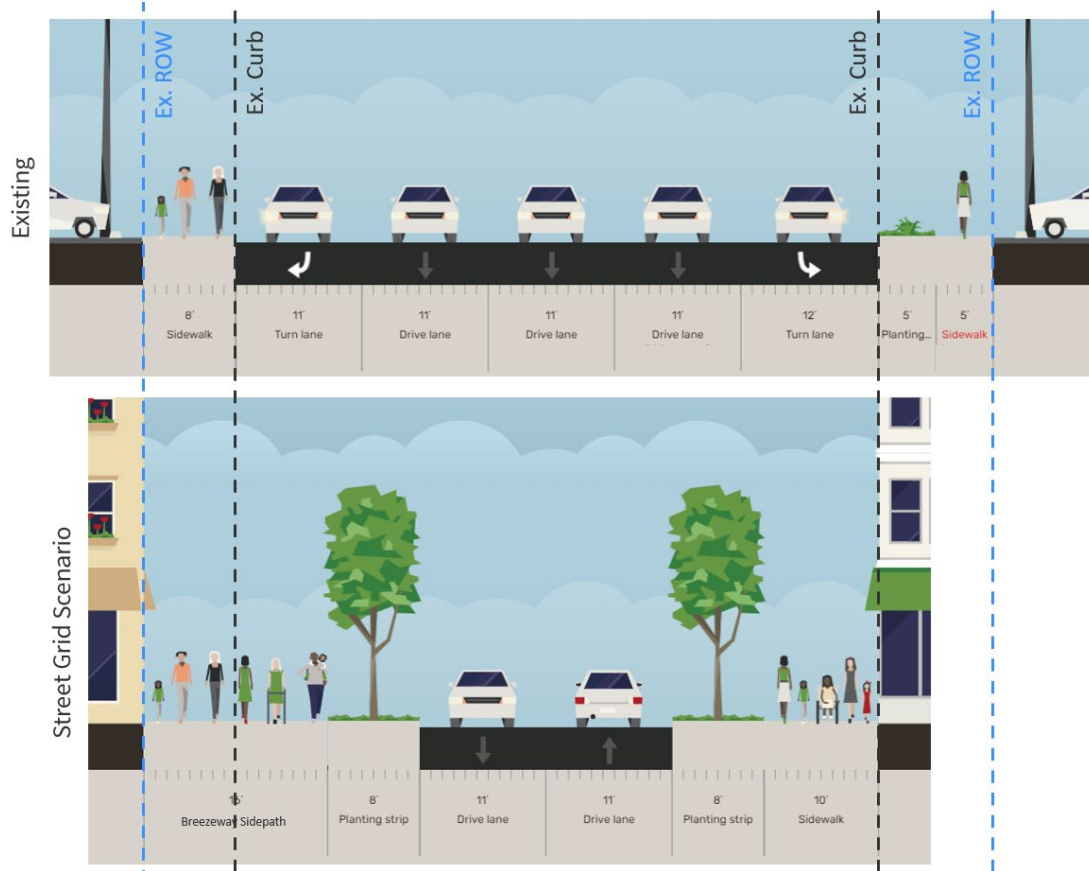


Figure 9: Existing and Street Grid Concept Cross Sections for Eastbound University Boulevard, West of Colesville Road

CONCEPT ANALYSIS

Planning staff compared the two concepts with adopted plans and guidance and worked with transportation consultant VHB to analyze their safety and vehicular travel time implications.

CONSISTENCY WITH ADOPTED PLANS AND GUIDANCE

Existing conditions are inconsistent with several elements of adopted plans and guidance, including the Complete Streets Design Guide (CSDG), 2018 *Bicycle Master Plan*, and 2013 *Countywide Transit Corridors Functional Master Plan*. Both the Limited Changes and Street Grid concepts improve consistency—they are at least consistent with minimum CSDG dimensions and generally match recommended CSDG dimensions.

- **Sidewalks Widths**

- **Existing:** Three of four existing sidewalks are 5' wide, narrower than the minimum Complete Streets Design Guide (CSDG) guidance for 10' sidewalks on Town Center Boulevards. One existing sidewalk is 8' wide, narrower than the recommended width but consistent with the minimum CSDG dimension.
- **Limited Changes:** All four sidewalks are consistent with the CSDG guidance.

- **Street Grid:** All four sidewalks are consistent with the CSDG guidance.
- **Street Buffer Widths**
 - **Existing:** Three of four curb faces have 5' street buffers that are narrower than the minimum CSDG dimension. One curb face lacks a street buffer entirely, inconsistent with CSDG guidance.
 - **Limited Changes:** Three of four curb faces have 8' street buffers, consistent with CSDG guidance. One curb face has a 7' street buffer, narrower than the recommended width, but wider than the minimum CSDG dimension.
 - **Street Grid:** Two of four curb faces have 8' street buffers, consistent with CSDG guidance. Two curb faces have 6' street buffers, narrower than the recommended width, but consistent with the minimum CSDG dimension.
- **Bicycle Facilities**
 - **Existing:** There are no existing bicycle facilities along University Boulevard through Four Corners, inconsistent with the recommendations of the 2018 *Bicycle Master Plan*.
 - **Limited Changes:** A 16' Breezeway sidepath facility is provided, consistent with the 2018 *Bicycle Master Plan*.
 - **Street Grid:** A 16' Breezeway sidepath facility is provided, consistent with the 2018 *Bicycle Master Plan*.
- **Dedicated Bus Lanes:** Within Four Corners, there are no dedicated transit lanes on University Boulevard in any of the scenarios, consistent with the 2013 *Countywide Transit Corridors Functional Master Plan*.
- **Through Vehicular Travel Lanes**
 - **Existing:** There are six through vehicular travel lanes, three per direction, all with 11' widths. The 11' inner lanes are wider than CSDG recommended dimensions.
 - **Limited Changes:** There are four through vehicular travel lanes, two per direction, with 11' outer lanes and 10' inner lanes, consistent with CSDG dimensions.
 - **Street Grid:** There are four through vehicular travel lanes on University Boulevard, two per direction, with 11' outer lanes and 10' inner lanes, consistent with CSDG dimensions. On Gilmore Drive Extended, there are two 11' lanes, consistent with CSDG dimensions.

SAFETY ANALYSIS

The U.S. Department of Transportation Federal Highway Administration maintains the Crash Modification Factors Clearinghouse, a database of research-based, multiplicative factors used to compute the change in the expected number of crashes after implementing a given safety countermeasure at a specific site. The reductions in the number of travel lanes and lane widths on University Boulevard in both scenarios are consistent with reductions of 15-22% in injury crashes and 32-44% in fatal crashes. Reducing speeds on University Boulevard from 35mph to 25mph can potentially reduce fatal pedestrian crashes by 50%. Both scenarios also recommend reducing corner radii to the minimum consistent with the Complete Streets Design Guide, currently 15', which is

consistent with a 10-25% reduction in pedestrian crashes. These improvements in safety outcomes differentiate the Limited Changes and Street Grid concepts from the existing condition. While both concepts reduce pedestrian crossing distances—and hence exposure to conflicting vehicular traffic—the Street Grid concept reduces crossing distances by a total of 44% relative to existing conditions compared to the Limited Changes concept, which reduces total crossing distances by 20% relative to existing conditions.

PEDESTRIAN COMFORT ANALYSIS

The Pedestrian Level of Comfort (PLOC) analysis measures comfort for people walking and rolling along pathways and at crossings using built environment and context factors on a four-category scale: Undesirable (worst), Uncomfortable, Somewhat Comfortable, and Very Comfortable (best). Under existing conditions, pathway and crossing locations along University Boulevard in Four Corners are rated as a mix of Undesirable and Uncomfortable. The concepts both improve key PLOC inputs like pathway widths, buffer widths, and reduced vehicle lanes and speeds.

BICYCLE COMFORT ANALYSIS

Bicycle Level of Traffic Stress (LTS) measures comfort for people bicycling and rolling along segments and at intersections and crossings using built environment and context factors on a four-category scale: High Stress (worst), Moderate Stress, Low Stress, and Very Low Stress (best). Under existing conditions, the east side of Colesville Road, south of University Boulevard, and the south side of University Boulevard, east of Colesville Road, both rate as Very Low Stress, where a sidepath with a wide street buffer provides a low-stress place for people to bike and roll separated from vehicular traffic along the edges of Montgomery Blair High School; otherwise, most of University Boulevard in Four Corners is rated as High and Moderate Stress. The concepts both improve key LTS inputs like bikeway facilities and reduced vehicle lanes and speeds.

DRIVING TIME ANALYSIS

Microsimulation analysis was used to estimate driving times through Four Corners for each scenario. Additional technical detail about the travel demand forecasting process is described in the Transportation Analysis section below.

As illustrated on Figure 10, driving times were calculated for east-west travel between a point 780' west of Brunett Avenue and a point 730' east of Lexington Drive as well as for north-south travel between Lorain Avenue and a point 560' south of Lanark Way. Travel times were calculated for the AM and PM peak hour based on the peak hour of travel for each individual count location, reflecting the observed “worst case” hour for all locations at the same time (e.g., one intersection might experience its highest hourly volume from 4:30-5:30 PM, while another intersection experiences its highest hourly volume from 5:30-6:30 PM; both are presented as one simultaneous “peak hour”).



Figure 10 - Extents of Four Corners Driving Time Analysis

Driving time results were calculated for six scenarios, including combinations of analysis year, project scenario, and traffic signal timing assumptions:

- **2023 Existing** – reflects year 2023 traffic counts, the existing roadway configuration and number of travel lanes (University Boulevard as a one-way couplet with three through travel lanes per direction; US 29 with four through travel lanes per direction), and existing traffic signal timings.
- **2045 with Limited Signal Improvements Scenarios** – Although traffic signals will likely be retimed as part of the US29 BRT Phase 2 project, future signal timings are unknown. Limited project and consultant resources, focused on analysis of the Limited Changes and Street Grid concepts, did not allow for an independent traffic signal timing analysis for the 2045 US BRT Only scenario. The US 29 BRT Only, Limited Changes, and Street Grid concepts were all compared using existing traffic signal timings to provide an “apples-to-apples” comparison of the three scenarios. Furthermore, to present a conservative comparison of the Limited

Changes and Street Grid concepts, any improvements in driving times were “capped” at the level of the US29 BRT Only scenario (i.e., if the analysis indicated driving time for a particular peak hour and direction for one of the concepts decreased relative to the US29 BRT Only scenario, it is reported as equal to the corresponding driving time of the US29 BRT Only scenario). The three “with Limited Signal Improvements” scenarios are:

- **2045 US29 BRT Only with Limited Signal Improvements** – reflects the future year 2045 condition without any scenario changes. This scenario uses projected year 2045 traffic volumes. The scenario maintains the existing roadway configuration and number of travel lanes on University Boulevard (one-way couplet with three through travel lanes per direction) and incorporates the dedicated bus-only lanes on US29 anticipated as part of the ongoing US29 BRT Phase 2 project, resulting in three through travel lanes per direction. Existing traffic signal timings are generally maintained.
- **2045 US29 BRT + Limited Changes Concept with Limited Signal Improvements** – reflects the future year 2045 condition with the Limited Changes concept, which includes the ongoing US29 BRT Phase 2 project. This scenario uses projected year 2045 traffic volumes. The scenario maintains the one-way couplet configuration on University Boulevard and repurposes one through vehicle travel lane per direction for improved pedestrian and bicycle facilities, resulting in two through travel lanes per direction. The scenario incorporates dedicated bus-only lanes on US29 anticipated as part of the ongoing US29 BRT Phase 2 project, resulting in three through travel lanes per direction. Existing traffic signal timings are generally maintained.
- **2045 US29 BRT + Street Grid Concept with Limited Signal Improvements** – reflects the future year 2045 condition with the Street Grid concept, which includes the ongoing US29 BRT Phase 2 project. This scenario uses projected year 2045 traffic volumes. The scenario reconfigures the street network and right-of-way to a more conventional “grid” pattern that combines both directions of University Boulevard’s vehicular travel into a single roadway with two through travel lanes per direction, aligned with the existing westbound lanes. The existing eastbound direction of University Boulevard’s vehicular travel is realigned with Gilmoure Drive to intersect Lorain Avenue and Colesville Road perpendicularly with one vehicle travel lane per direction. The scenario incorporates dedicated bus-only lanes on US29 anticipated as part of the ongoing US29 BRT Phase 2 project, resulting in three through travel lanes per direction. Existing traffic signal timings are generally maintained.
- **2045 with Additional Signal Improvements Scenarios** – Additional traffic signal timing analysis was performed for the Limited Changes and Street Grid scenarios to estimate the effects of retiming signals to best accommodate the traffic patterns under these

configurations. The scenarios are otherwise unchanged. The analysis was completed for the following two scenarios:

- **2045 US29 BRT + Limited Changes Concept with Additional Signal Improvements**
- **2045 US29 BRT + Street Grid Concept with Additional Signal Improvements**

Table 1 and Table 2 present the modeled driving times for the AM peak hour and PM peak hour, respectively. The first row of each table presents the modeled peak hour driving time for 2023 Existing conditions in minutes and seconds. Each subsequent row presents the change in modeled driving time in seconds relative to 2023 Existing conditions. The Average column presents the overall average change in driving time across all four major directions, weighted by the volume of vehicles traveling in each direction during the peak hour.

Table 1 - AM Peak Hour Driving Time Analysis Results

Scenario	Colesville Road Northbound	Colesville Road Southbound	University Boulevard Eastbound	University Boulevard Westbound	Average
2023 Existing	1:18	1:31	2:51	3:03	n/a
2045 US29 BRT Only with Limited Signal Improvements	+6s	+93s	-39s	-26s	+31s
2045 US29 BRT + Limited Changes Concept with Limited Signal Improvements	+6s	+93s	-27s	+13s	+37s
2045 US29 BRT + Street Grid Concept with Limited Signal Improvements	+11s	+93s	-23s	-22s	+37s
2045 US29 BRT + Limited Changes Concept with Additional Signal Improvements	+5s	+24s	-27s	+13s	+8s
2045 US29 BRT + Street Grid Concept with Additional Signal Improvements	+11s	+41s	-23s	-22s	+14s

Table 2 - PM Peak Hour Driving Time Analysis Results

Scenario	Colesville Road Northbound	Colesville Road Southbound	University Boulevard Eastbound	University Boulevard Westbound	Average
2023 Existing	1:55	1:33	2:07	2:15	n/a
2045 US29 BRT Only with Limited Signal Improvements	±0s	+4s	+2s	+19s	+4s
2045 US29 BRT + Limited Changes Concept with Limited Signal Improvements	±0s	+4s	+2s	+75s	+13s
2045 US29 BRT + Street Grid Concept with Limited Signal Improvements	±0s	+25s	+9s	+19s	+10s
2045 US29 BRT + Limited Changes Concept with Additional Signal Improvements	-5s	+4s	+1s	+75s	+11s
2045 US29 BRT + Street Grid Concept with Additional Signal Improvements	-9s	+25s	+9s	+7s	+5s

NEIGHBORHOOD TRAFFIC

Residents have expressed concern about the existing levels of traffic on neighborhood streets in Four Corners and the about possibility of increased traffic volumes in the future from drivers avoiding the intersection of University Boulevard and Colesville Road.

Traffic modeling approximates future conditions based on computer simulation that includes population growth and forecasts of future land use over a 20+ year time horizon with inherent variability. Furthermore, variability can be expected to be higher on smaller, low-volume streets that are typically not included in long-range master plan transportation analysis. Nevertheless, more granular analysis of AM and PM peak hour entering and exiting volumes on selected segments was performed to provide a generalized understanding of potential neighborhood vehicle travel volume implications of the Limited Changes and Street Grid concepts relative to 2023 Existing conditions and the 2045 US29 BRT Only scenario. In this analysis, “entering” volumes refer to vehicles entering the neighborhood (i.e., traveling from or crossing University Boulevard or Colesville Road onto the analyzed segment), while “exiting” volumes refer to vehicles exiting the neighborhood (i.e., turning onto or crossing University Boulevard or Colesville Road from the analyzed segment). Existing volumes are based on fall 2023 traffic counts. With the static assignment approach used in the driving time analysis, future year volumes are intermediate inputs that do not vary based on signal timings, so

Table 3 and Table 4 present AM and PM peak hour volumes, respectively, for only four scenarios: 2023 Existing, 2045 US29 BRT Only, 2045 US29 BRT + Limited Changes, and 2045 US29 BRT + Street Grid.

Table 3 - AM Peak Hour Entering and Exiting Neighborhood Street Volumes

Segment	2023 Existing	2045 US29 BRT Only	2045 US29 BRT + Limited Changes	2045 US29 BRT + Street Grid
Brunett Ave West of University Blvd (Entering)	224	193	173	161
Brunett Ave West of University Blvd (Exiting)	76	69	60	121
Lorain Ave West of University Blvd (Entering)	89	84	74	143
Lorain Ave West of University Blvd (Exiting)	33	42	36	100
Lorain Ave East of University Blvd (Entering)	75	77	54	106
Lorain Ave East of University Blvd (Exiting)	62	60	51	33
Timberwood Ave West of Colesville Rd (Entering)	175	171	156	177
Timberwood Ave West of Colesville Rd (Exiting)	11	11	10	10
Timberwood Ave East of Colesville Rd (Entering)	87	99	89	213
Timberwood Ave East of Colesville Rd (Exiting)	67	72	62	63
Lexington Dr East of University Blvd (Entering)	72	66	56	55
Lexington Dr East of University Blvd (Exiting)	139	139	106	291
Lanark Way West of Colesville Rd (Entering)	188	277	187	333
Lanark Way West of Colesville Rd (Exiting)	195	262	187	187

Note: shaded cells indicate an increase of more than 50 peak hour trips relative to 2023 Existing.

Table 4 - PM Peak Hour Entering and Exiting Neighborhood Street Volumes

Segment	2023 Existing	2045 US29 BRT Only	2045 US29 BRT + Limited Changes	2045 US29 BRT + Street Grid
Brunett Ave West of University Blvd (Entering)	100	88	76	76
Brunett Ave West of University Blvd (Exiting)	91	77	69	135
Lorain Ave West of University Blvd (Entering)	33	30	25	143
Lorain Ave West of University Blvd (Exiting)	76	96	61	162
Lorain Ave East of University Blvd (Entering)	83	100	53	150
Lorain Ave East of University Blvd (Exiting)	46	40	61	33
Timberwood Ave West of Colesville Rd (Entering)	166	169	146	168
Timberwood Ave West of Colesville Rd (Exiting)	28	28	25	26
Timberwood Ave East of Colesville Rd (Entering)	176	188	167	282
Timberwood Ave East of Colesville Rd (Exiting)	104	102	92	93
Lexington Dr East of University Blvd (Entering)	98	88	68	71
Lexington Dr East of University Blvd (Exiting)	185	173	141	272
Lanark Way West of Colesville Rd (Entering)	277	277	288	468
Lanark Way West of Colesville Rd (Exiting)	262	262	230	230

Note: shaded cells indicate an increase of more than 50 peak hour trips relative to 2023 Existing.

As noted above, estimated volumes are subject to substantial variability, but can be compared to provide a general sense of anticipated changes under each scenario. It is also important to note that this analysis does not differentiate traffic using neighborhood streets to bypass the intersection of University Boulevard and Colesville Road from traffic accessing the neighborhoods themselves; additional origin-destination study with license plate surveys, mobile device data, or other data-intensive approaches would be needed to provide information on the relative proportion of local- and longer-distance traffic using the segments.

Estimated neighborhood traffic volumes in the 2045 US29 BRT + Limited Changes scenario are lower than or generally consistent with 2023 existing volumes. Estimated neighborhood traffic volumes in the 2045 US29 BRT + Street Grid (“Street Grid”) scenario are notably higher than comparable 2023 Existing and 2045 US29 BRT Only volumes in several locations. The Street Grid scenario as analyzed removes the jughandle configuration for left turns from Colesville Road onto University Boulevard in both directions and does not accommodate these left turning movements with additional left-turn lanes at the main intersection of University Boulevard and Colesville Road. As a result, left-turning vehicles re-route through local streets including Brunett Avenue, Lorain Avenue, Timberwood Avenue, Lexington Drive, and Lanark Way in the Street Grid scenario, increasing the volumes on those roadways. As noted in the Four Corners Long-Term Vision section of the Plan, addressing vehicular left turn movements from Colesville Road to University Boulevard would be a key step to advancing the Street Grid concept as part of a long-term vision for Four Corners.

TRANSPORTATION ANALYSIS

TRAVEL DEMAND FORECASTING PROCESS AND ASSUMPTIONS

An enhanced version of Montgomery Planning’s regional travel demand forecasting model, TRAVEL/4, was used to develop traffic forecast results for weekday travel during AM and PM peak periods. TRAVEL/4 is a Montgomery County-focused adaptation of the regional travel demand model developed by the Metropolitan Washington Council of Governments (MWCOCG). This tool is a four-step model, consisting of:

- Trip generation: predicts the number of person trips by trip purpose that are generated by and attracted to each Transportation Analysis Zone (TAZ) based on given types and densities of land uses.
- Trip distribution: predicts the spatial pattern of flows between origins and destinations to indicate to which TAZs the person trips from each TAZ will travel. This step is also known as destination choice.
- Mode split: estimates the shares of travel modes the person trips will use, including single occupant auto, multiple occupant auto (including HOV2 and HOV3+), and transit. This step is also known as mode choice. Nonmotorized trips, such as walking and biking, are estimated separately as part of the trip generation step and are not included in the trip distribution, mode split, or traffic assignment steps.
- Traffic assignment: allocates trips to a transportation network to estimate traffic flows and loads on each network segment.

The TRAVEL/4 model incorporates land use and transportation assumptions for the metropolitan Washington region, using the same algorithms as applied by the Metropolitan Washington Council of

Governments (MWCOG) regional travel demand modeling tool, Version 2.3, for air quality conformity analysis.

TRAVEL/4 FOR COUNTYWIDE TRAFFIC ANALYSIS

The TRAVEL/4 regional travel demand model is used to reflect county-wide and regional traffic effects. This tool is an adapted version of MWCOG's Version 2.3.75 and 2.3.78 regional travel demand forecasting models, reflecting a more detailed transportation system network structure within Montgomery County relative to the standard MWCOG model. In addition, relative to the standard MWCOG regional modeling tool, a more detailed transportation analysis zone (TAZ) structure is incorporated into TRAVEL/4, reflecting the expansion of the number of TAZs in Montgomery County. Additional model run scripting enhancements were made to the model code. In response to adjustments to the regional model transportation network and zone structure, other inputs, such as aggregate sociodemographic data, lookup tables and model parameters, were revised accordingly for incorporation into TRAVEL/4. When transportation network and TAZ structures in Montgomery County were expanded, the regional total of socio-demographic data, such as population, households and employment in the TRAVEL/4 model remain consistent with MWCOG's Round 9.2 Cooperative Forecast land use data.

TRAVEL/4 MP MODEL REFINEMENTS INCORPORATED INTO TRAVEL/4

The TAZ structure in the University Boulevard Corridor area was expanded using block level land use data. Accordingly, the local roadway network and centroid connectors were revised based on the expanded TAZ structure. Figure 11 shows the TRAVEL/4 model TAZ structure within Montgomery County, highlighting the expanded TAZ structure in and near the University Boulevard Corridor Plan area.

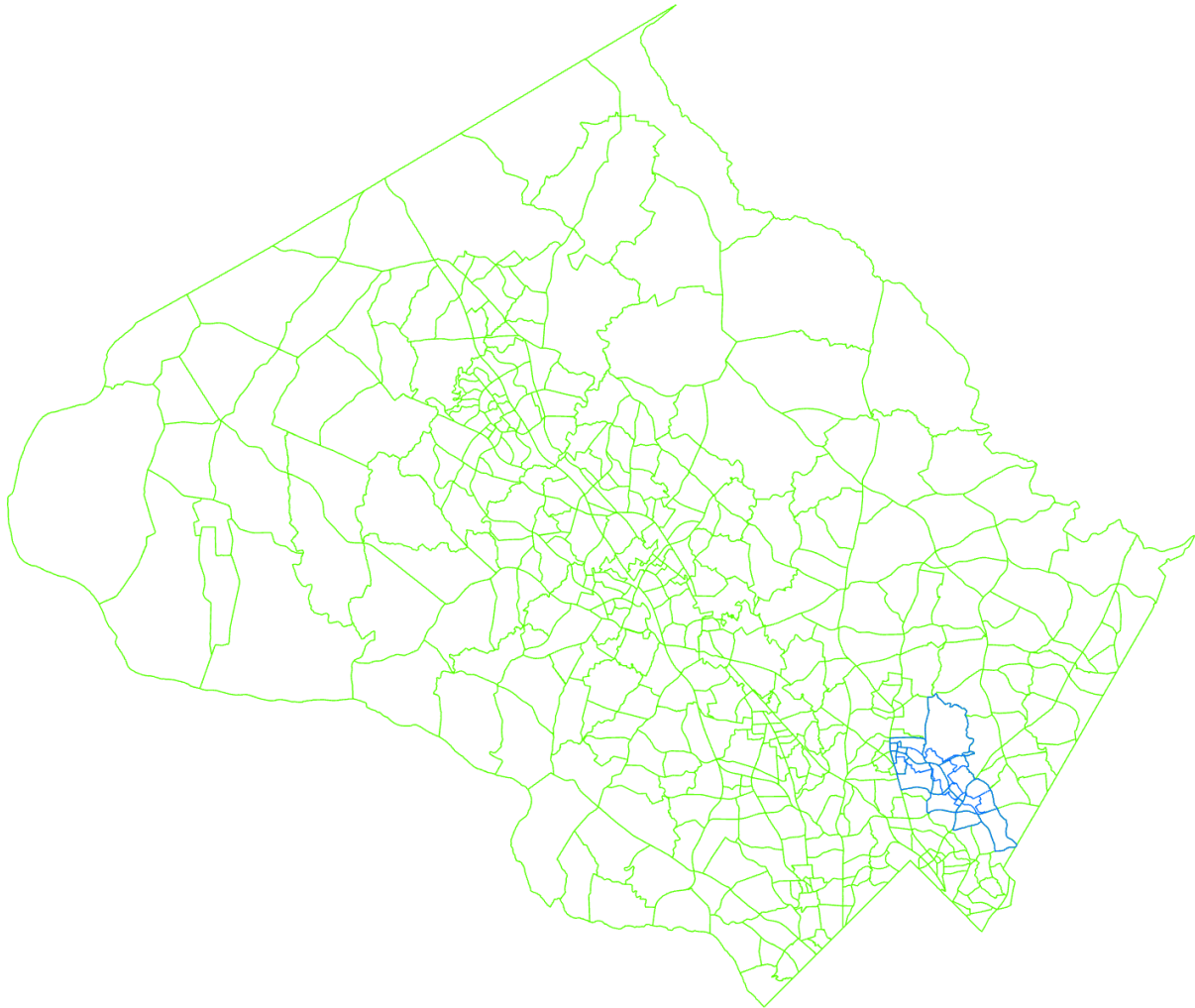


Figure 11: TAZ Structure Within Montgomery County Highlighting Modified TAZs Near the UBC Plan Area

Network and centroid connectors were revised based on the expanded TAZ structure, accordingly. In addition, the standard TRAVEL/4 model network does not reflect minor classification local streets and/or lacks the sufficient level detailed network coding necessary to adequately represent traffic movements within the study area. The roadway network was revised to better represent observed traffic circulation in these areas. In particular, TAZ and network detail was added in the University Boulevard Corridor Plan area as illustrated in Figure 12, below:

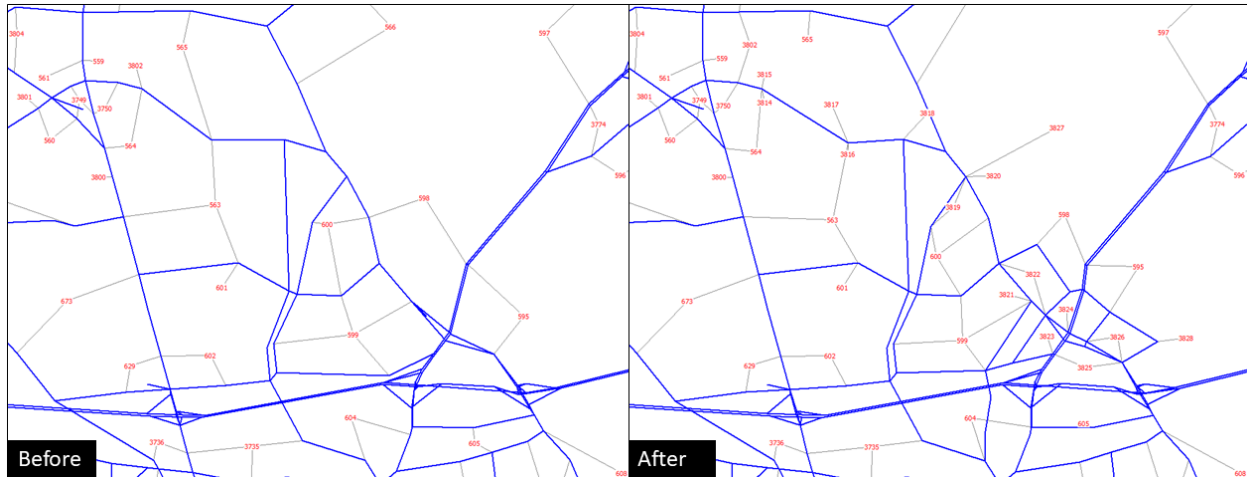


Figure 12: Traffic Analysis Zone Structure in the University Boulevard Corridor Plan Area

LAND USE AND TRANSPORTATION NETWORK SCENARIOS FOR THE UNIVERSITY BOULEVARD CORRIDOR PLAN

In the context of developing the University Boulevard Corridor Plan, five (5) land use/transportation scenarios were evaluated using the Department’s TRAVEL/4MP model. Each scenario is briefly described below:

- Scenario 1: Year 2015, Existing Conditions land use and transportation network
- Scenario 2: Year 2045 Adopted Plan scenario reflecting currently adopted plans
- Scenario 3: Year 2045 Limited Changes scenario evaluating a “Limited Changes” concept for Four Corners with land use reflecting full zoning capacity. This scenario includes land use inputs for the full Plan area that assume recommended zoning changes are fully built out by the year 2045. Transportation network inputs outside Four Corners are consistent with Scenario 2. Within Four Corners, this scenario assumes one University Boulevard vehicular travel lane per direction is repurposed to provide safer facilities for people walking, biking, and rolling.
- Scenario 4: Year 2045 Street Grid scenario evaluating the “Street Grid” concept for Four Corners with land use inputs reflecting full zoning capacity. Just like Scenario 3, this scenario includes land use inputs for the full Plan area that assume recommended zoning changes are fully built out by the year 2045. Transportation network inputs outside Four Corners are also consistent with Scenarios 2 and 3. Within Four Corners, this scenario assumes that the existing one way couplet configuration of University Boulevard is reconfigured to combine major vehicular movements on the northern (currently westbound) portion of University Boulevard with two vehicular travel lanes per direction, and connect Gilmoure Drive to Colesville Road as a human-scale Town Center Street with

one vehicular travel lane per direction. Additional detail and illustration of the “Street Grid” concept is provided in the “Four Corners” section, above.

- Scenario 5: Year 2045 Proposed Master Plan land use and transportation network scenario. This scenario is consistent with the Scenario 3 “Limited Changes” transportation network and revises master plan land use inputs to reflect incremental buildout of the plan zoning recommendations approaching year 2045. The land use inputs assume 75% of the development capacity provided by the recommended zoning is built out by the year 2045.

Beyond the Plan area, the TRAVEL/4 model runs described above included background regional land use demographics reflecting the MWCOC Round 9.2 Cooperative Forecast for existing conditions (year 2015 TRAVEL/4 model runs) and the Plan vision (year 2045 TRAVEL/4 model runs).

Figure 13 illustrates the land use assumptions⁸ within the Plan area for each Scenario.⁸

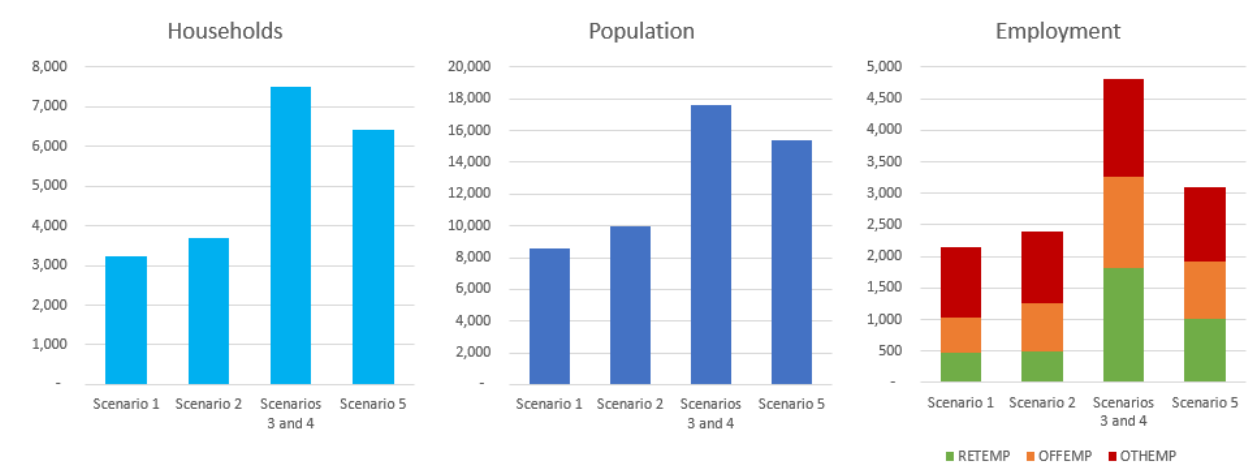


Figure 13: Plan Area Land Use Assumptions by Scenario

REGIONAL TRAVEL DEMAND MODEL FORECASTING ASSUMPTIONS

The University Boulevard Corridor Plan forecasts assumed the following parameters:

- A 2045 horizon year. This is currently the most distant horizon year for which forecast land use and transportation system development is available.
- Regional growth per the MWCOC Round 9.2 Cooperative Forecast beyond the Plan area.

⁸ OFFEMP = Office Employment; RETEMP = Retail Employment; OTHEMP = Other Employment.

- Transportation improvements in the region’s Constrained Long Range Plan (CLRP), a fiscally constrained transportation network. Notable projects assumed to be in place for the build-out of the University Boulevard Corridor Plan include:
 - the Purple Line between Bethesda and New Carrollton
 - Randolph Road, North Bethesda, US 29, MD 355, Veirs Mill Road, and MD 650 BRT
 - transit service envisioned in Corridor Forward: The I-270 Transit Plan
 - express toll lanes on I-495 and on I-270 from I-495 to the City of Frederick

TRANSPORTATION SYSTEM PERFORMANCE METRICS

The policy area-level metrics to evaluate the transportation adequacy of master plans are composed of five transportation system performance metrics. These metrics and how they are derived and interpreted are briefly described below. For master plan transportation adequacy, results reflect Scenario 5: Year 2045 Proposed Master Plan.

Accessibility is defined as the number of jobs that can be reached in the Washington, D.C. metropolitan region within 45 minutes by auto and by transit at the time of buildout. Adequacy is achieved if the master plan improves average accessibility⁹ for the Plan area relative to the currently adopted master plan. The projected auto job and transit job accessibility for the year 2045 proposed Plan scenario exceed the corresponding values for the year 2045 adopted plan scenario by 1% and 11%, respectively, indicating that the Plan achieves transportation adequacy for these metrics at buildout.

Travel time is defined as the average per-trip time by auto and by transit, considering all trip purposes during all times on a weekday at time of buildout. Adequacy is achieved if the master plan improves average travel time for the Plan area relative to the currently adopted master plan. The projected travel time by transit is approximately 1% shorter under the year 2045 proposed Plan scenario than under the year 2045 adopted plan scenario, indicating that the Plan achieves transportation adequacy for this metric at buildout. The projected travel time by auto is less than one minute longer under the year 2045 proposed Plan scenario than under the year 2045 adopted plan scenario. This change reflects an increase of approximately 5% in the duration of the average modeled vehicle trip from approximately 16 minutes to approximately 17 minutes. The metrics results are generally equivalent, indicating that the Plan maintains transportation adequacy.

Vehicle miles traveled (VMT) per capita is defined as the sum of the weekday VMT from trips that both start and end within the Plan area and half the weekday VMT from trips that either start or end within

⁹ Transportation analysis zone-level; weighted by the sum of population and employment

the Plan area. Adequacy is achieved if the Plan improves (i.e., reduces) average VMT per capita (including residents and workers) for the Plan area relative to the currently adopted plan. The projected VMT per capita under the year 2045 proposed Plan scenario is approximately 4% lower than the projected VMT per capita under the year 2045 adopted plan scenario, indicating that the Plan achieves transportation adequacy for this metric at buildout.

Non-auto-driver mode share (NADMS) is defined as the non-auto-driver mode share for the journey to work in the Plan area. This is the meaning of the measure in current master plans, the 2024-2028 Growth and Infrastructure Policy, and the goals used by the county regulating transportation demand management. Adequacy is achieved if the Plan confirms the relevant pre-established journey-to-work NADMS goal for the Plan area. The projected NADMS for journey to work trips for the Plan area under the year 2045 proposed Plan scenario is approximately 41%, which exceeds the NADMS goal for the Kensington-Wheaton Policy Area of 40% and the NADMS goal for the Wheaton CBD Policy Area of 30%, established in the 2024-2028 Growth and Infrastructure Policy Resolution. This result indicates that the Plan achieves transportation adequacy for this metric at buildout.

Low-stress bicycle accessibility is defined as the percentage of potential bicycle trips that can be accommodated on a low-stress (LTS-2)¹⁰ bikeway network. Adequacy is achieved if the Plan meets or improves the average for the percentage for the county at the time of buildout. The Plan's recommendations are projected to slightly improve (by less than one percent) year 2045 countywide low-stress bicycle accessibility. This result indicates that the Plan achieves adequacy for this metric at buildout. The result is consistent with expectations since Plan-recommended bicycle facilities are generally consistent with the Bicycle Master Plan recommendations and increased zoning recommendations are well-connected to proposed facilities.

ADDITIONAL VEHICULAR TRAFFIC ANALYSIS

Additional vehicular traffic analysis is not required to evaluate master plan transportation adequacy. However, two additional types of vehicular traffic analysis were performed to inform and evaluate the vehicular traffic implications of proposed Plan recommendations: a segment analysis and a Four Corners driving time analysis.

METHODOLOGY

Multimodal peak period turning movement counts were collected at five locations along University Boulevard during the spring of 2023:

- Amherst Avenue & University Boulevard (MD 193)

¹⁰ LTS-2 is defined as bicycle travel network "appropriate for most adults" or "appropriate for most children." (Consistent with the approach for Objective 2.1 of the Bicycle Master Plan – "Countywide Connectivity.")

- Inwood Avenue & University Boulevard (MD 193)
- Sligo Creek Parkway & University Boulevard (MD 193)
- Arcola Avenue & University Boulevard (MD 193)
- Dennis Avenue & University Boulevard (MD 193)

An additional 14 multimodal peak period turning movement counts were collected during the fall of 2023:

- Arcola Avenue & Lamberton Drive
- Brunett Avenue & University Boulevard (MD 193)
- Lorain Avenue & University Boulevard (MD 193)
- University Boulevard (MD 193) & the Sutherland Jughandle
- Colesville Road (US 29) & Westbound University Boulevard (MD 193)
- Colesville Road (US 29) & Eastbound University Boulevard (MD 193)
- Colesville Road (US 29) & Lanark Way
- Colesville Road (US 29) & Timberwood Avenue
- Colesville Road (US 29) & Lorain Avenue
- University Boulevard (MD 193) & the Lexington Jughandle
- Lexington Drive & University Boulevard (MD 193)
- Williamsburg Drive & University Boulevard (MD 193)
- I-495 Outer Loop Ramps & University Boulevard (MD 193)
- I-495 Inner Loop Ramps & University Boulevard (MD 193)

Counts were collected in 15-minute increments between 6:30-9:30 AM, 11:00 AM – 1:00 PM, and 4:00PM – 7:00 PM and the AM and PM peak hours comprising any four consecutive 15-minute periods (e.g., 4:45 – 5:45 PM) were identified for each location. The analysis uses data collected at the peak hour of each individual count location, reflecting the observed “worst case” hour for all locations at the same time (e.g., one intersection might experience its highest hourly volume from 4:30-5:30 PM,

while another intersection experiences its highest hourly volume from 5:30-6:30 PM; both are presented as one simultaneous “peak hour”).

The TRAVEL/4MP model described above was executed, resulting in peak period (6:00-9:00 AM and 3:00-7:00 PM) vehicular traffic volumes for each modeled roadway link for each scenario. Peak hour turning movement counts were then estimated by post processing the corresponding modeled peak period volumes provided in the model networks based on processing methods outlined in the National Cooperative Highway Research Program (NCHRP) Reports 255 and 765. Post processing starts by calculating average annual growth rates between the base year (2015) and the future year (2045) model outputs for each roadway link within the study area. The growth rates applied to each turning movement are then calculated by averaging the growth rates for the origin and destination links. The 2023 field-collected turning movement counts are then adjusted by those annual growth rates to reach the analysis year of each scenario. Using this process, AM and PM forecasted turning movements were developed for all study intersections.

For the segment analysis, these forecasted turning movement volumes were then summed for each entering and exiting link and, where imbalances exist, the entering and exiting volumes of the two link ends were averaged. The result of this process is a forecasted AM and PM peak hour vehicular travel volume for each modeled link. The number of vehicular travel lanes available for through travel, excluding lanes for turning, parking, acceleration/deceleration, or other purposes, was identified. Dividing the peak hour volumes by the number of through vehicular travel lanes yields a “vehicles per hour per lane” (vphpl) metric that helps to represent traffic conditions and inform and evaluate the vehicular traffic implications of the proposed Plan recommendations.

For the Four Corners driving time analysis, forecasted turning movement volumes were used as inputs to a SimTraffic microsimulation analysis along with inputs related to the configuration and signal timing of the Four Corners street network to estimate vehicular travel times through the Four Corners area. Results of the Four Corners travel time analysis are presented and discussed in the Four Corners section above.

SEGMENT ANALYSIS RESULTS AND DISCUSSION

Figure 14 and Figure 15 illustrate the vphpl results for the Year 2045 Proposed Plan Recommendations scenario for the AM Peak Hour and PM Peak Hour, respectively. Figure 16 and Figure 17 illustrate comparable vphpl results for the Year 2045 Adopted Plan scenario.

Segments exceeding 900-1,000 vphpl may approach congested conditions. To be conservative, the analysis assumes segments exceeding 800 vphpl may approach congested conditions in the 2045 horizon year. By this 800 vphpl threshold, seven analyzed segments may approach congested conditions during the AM or PM peak hour in the Year 2045 Proposed Plan Recommendations scenario; the same seven analyzed segments also exceed 800 vphpl in the baseline Year 2045 Adopted

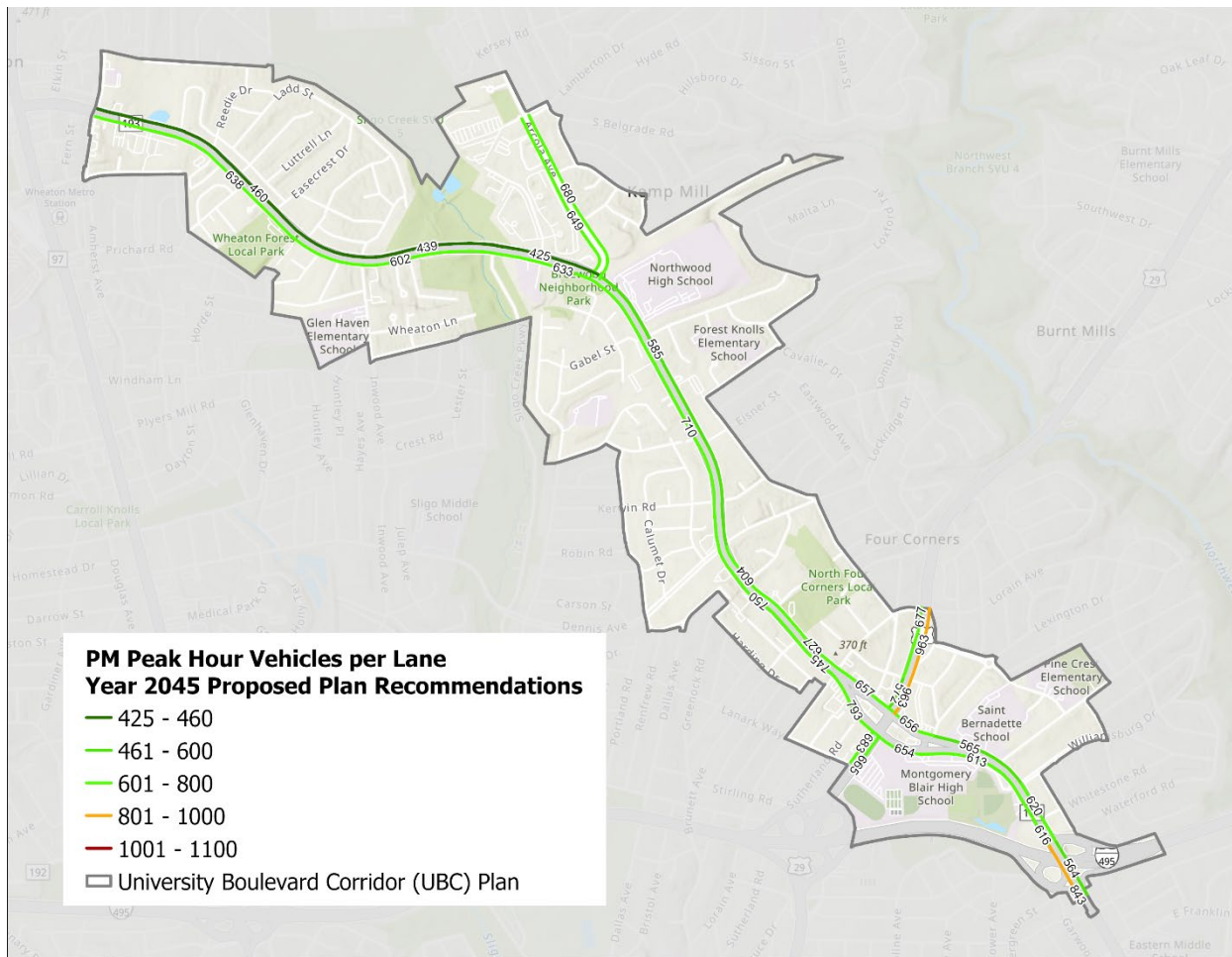


Figure 15 - PM Peak Hour Vehicles per Lane - Year 2045 Proposed Plan Recommendations

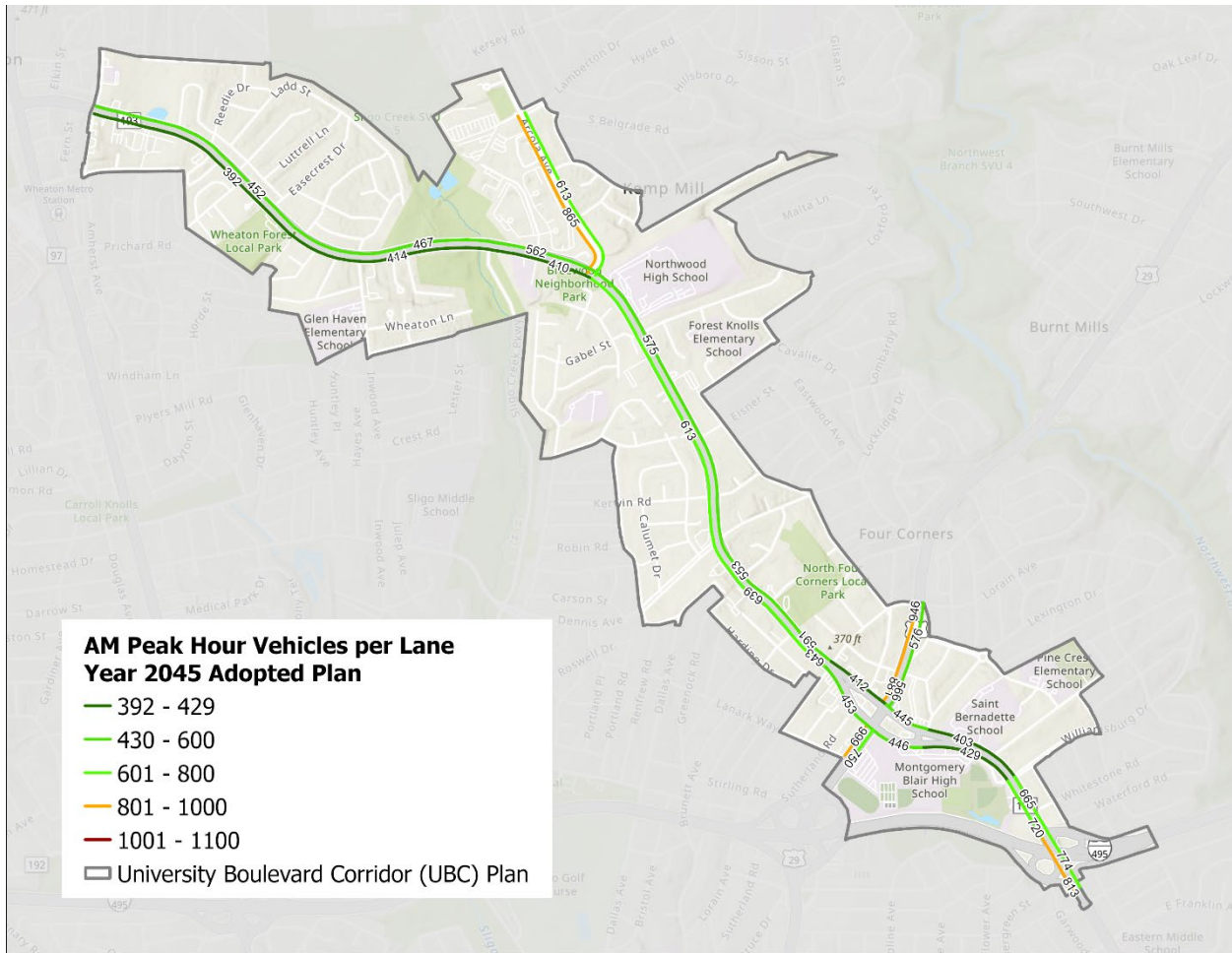


Figure 16 - AM Peak Hour Vehicles per Lane - Year 2045 Adopted Plan

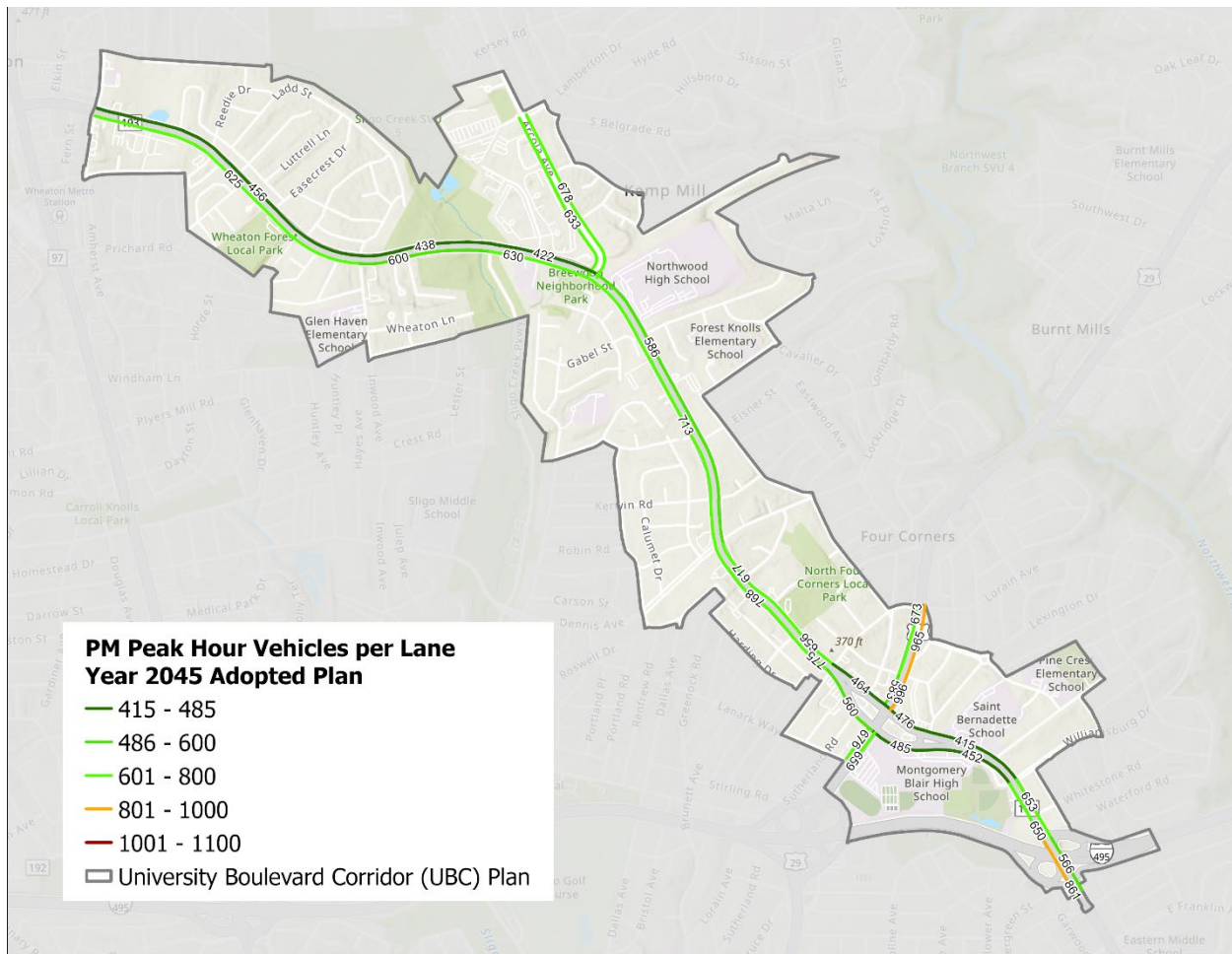


Figure 17 - PM Peak Hour Vehicles per Lane - Year 2045 Adopted Plan

Several caveats apply to the interpretation of the results presented in Figure 14 through Figure 17:

- **In Montgomery County, values significantly exceeding 1,000 vphpl have been observed during routine studies.** Data collected for analysis of vehicle lane capacities in the 2013 *Countywide Transit Corridors Functional Master Plan* indicate that numerous road segments operate with volumes above 1,000 vphpl (the highest forecasted volume of any segment in the University Boulevard Corridor Plan area under the Year 2045 Proposed Plan Recommendations scenario), including:
 - Colesville Road from the Northwest Branch to University Boulevard (1,525 vphpl)
 - Colesville Road from University Boulevard to Franklin Avenue (1,325 vphpl)
 - Georgia Avenue from Windham Lane to Dennis Avenue (1,425 vphpl)
 - Georgia Avenue from Dennis Avenue to Forest Glen Road (1,200 vphpl)

- Georgia Avenue from Forest Glen Road to I-495 (1,100 vphpl)
 - Frederick Road from Shakespeare Boulevard to Germantown Road (1,175 vphpl)
 - Rockville Pike from Grosvenor Lane to I-495 (1,200 vphpl)
 - Rockville Pike from I-495 to Pooks Hill Road (1,550 vphpl)
 - Rockville Pike from Pooks Hill Road to Cedar Lane (1,200 vphpl)
 - Rockville Pike from Cedar Lane to Wood Road / South Drive (1,325 vphpl)
- **The analysis relies on a regional travel demand model to forecast localized conditions 20 years into the future.** Although great care was applied in the development and application of the TRAVEL/4MP Model and in subsequent post-processing, forecasting future travel conditions on a 20-year time horizon is inherently uncertain. A national survey of 46 travel demand forecasters indicated 20-year horizon forecasts for a major highway could be expected to vary from actual conditions by more than 40% (NCHRP Report 765, p. 79); roadways with lower volumes than major highways could intuitively be expected to vary even more on a percentage basis.

Table 4-2. Model accuracy expectations as a function of time horizon.

Forecast Horizon	Existing Road	New Road
Next Day	±7.5%	NA
1 Year	±12.5%	±17.5%
5 Years	±20.0%	±27.5%
20 Years	±42.5%	± 47.5%

- **Travelers may “peak spread” when faced with congested conditions.** Travelers tend to adjust their departure or arrival times when anticipating recurring congestion, helping to reduce peak hour congestion; however, the TRAVEL/4MP model does not have a mechanism for reflecting this phenomenon.
- **Forecasts do not account for nontraditional behavioral trends.** The regional travel demand model is predicated on logic developed from travel behavior patterns established over the past several decades, with parameters estimated before the COVID-19 Public Health Emergency and other recent behavioral shifts. Future increases in telework and more flexible work schedules may also reduce peak hour congestion pressures.

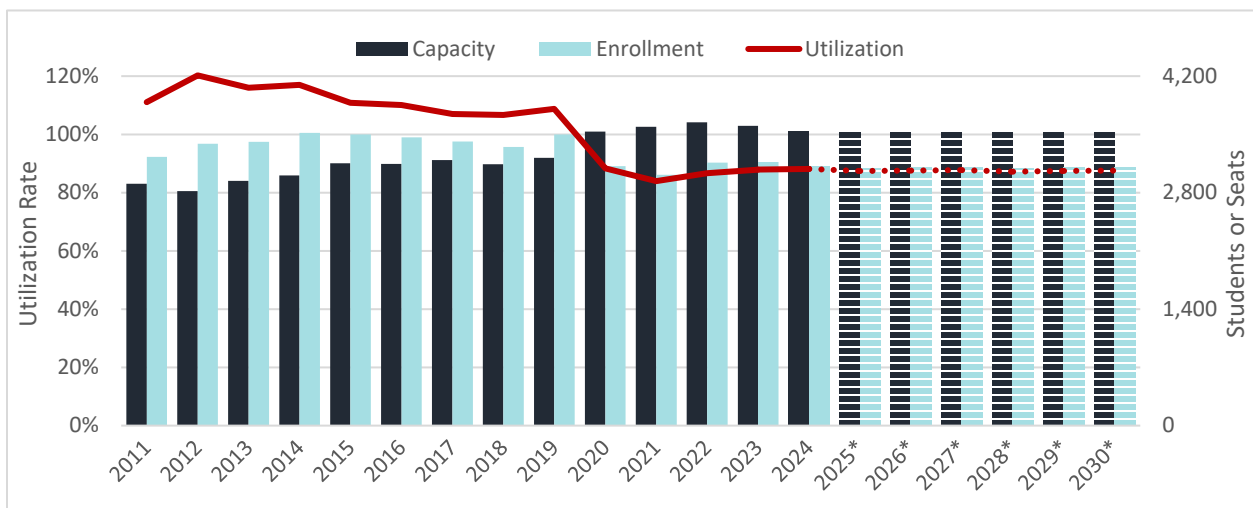
DRAFT APPENDIX G: SCHOOLS

*Data Source: Superintendent’s Recommended FY 2026 Capital Budget and Amendments to the FY 2025-2030 Capital Improvements Program

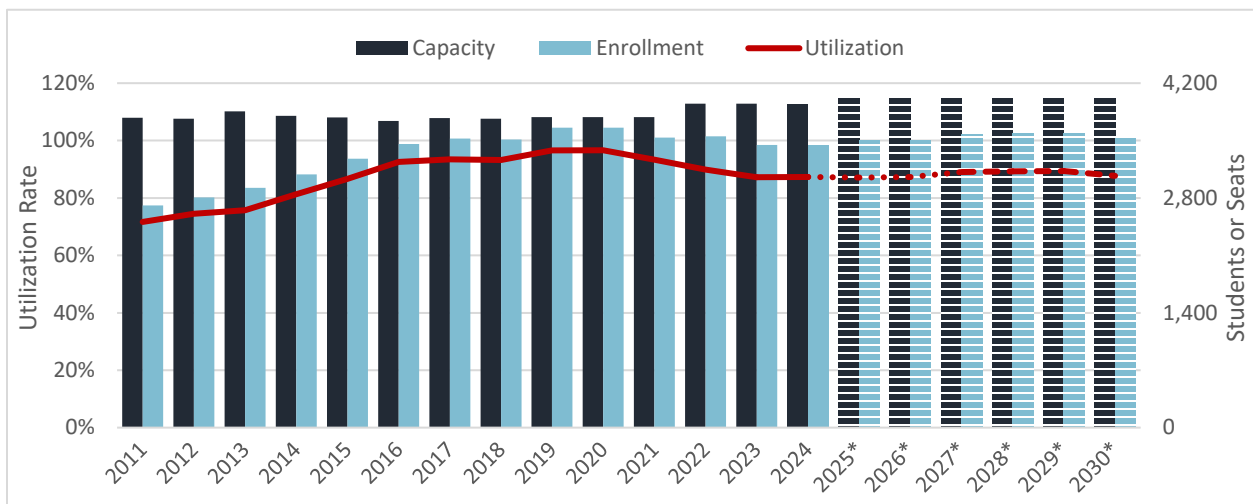
UTILIZATION TREND AND PROJECTION OF PLAN AREA SCHOOLS

The following graphs illustrate the enrollment and utilization trends and projections of the elementary, middle, and high schools serving the Plan area.

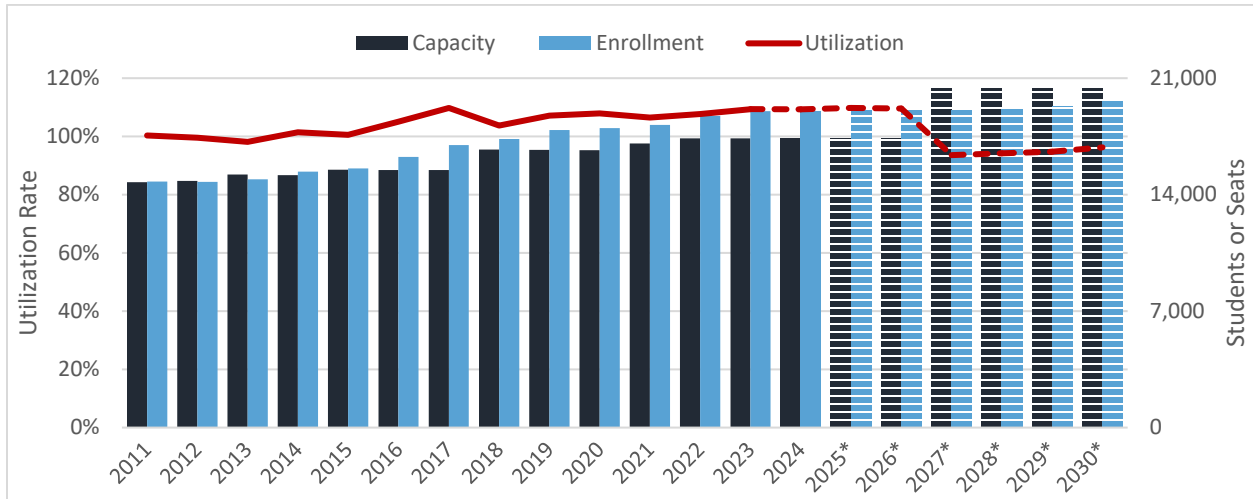
Elementary Schools (Arcola, Forest Knolls, Glen Haven, Kemp Mill, Montgomery Knolls, Pine Crest)



Middle Schools (Eastern, Odessa Shannon, Silver Spring International, Sligo)



High Schools (Charles W. Woodward High School boundary study scope – Bethesda Chevy Chase, Montgomery Blair, Albert Einstein, Walter Johnson, John F. Kennedy, Northwood, Wheaton, Walt Whitman, Charles W. Woodward)



Projected Surplus Capacity of Plan Area Schools

School	2030 Scheduled Capacity*	2030 Projected Enrollment*	2030 Projected Seat Differential*
High Schools – Woodward Boundary Study Scope Total	20,382	19,615	767
Bethesda-Chevy Chase HS	2,475	2,463	12
Montgomery Blair HS	2,889	3,482	-593
Albert Einstein HS	1,616	2,018	-402
Walter Johnson HS	2,251	3,103	-852
John F. Kennedy HS	2,173	2,012	161
Northwood HS	2,260	1,574	686
Wheaton HS	2,251	2,884	-633
Walt Whitman HS	2,218	2,079	139
Charles W. Woodward HS	2,249	0	2,249
Middle Schools - Plan Area Total	4,013	3,520	493
Eastern MS	1,012	1,019	-7

Odessa Shannon MS	881	782	99
Silver Spring International MS	1,194	1,026	168
Sligo MS	926	693	233
Elementary Schools - Plan Area Total	3,541	3,101	440
Arcola ES	638	722	-84
Forest Knolls ES	533	484	49
Glen Haven ES	562	536	26
Kemp Mill ES	457	399	58
Montgomery Knolls ES	684	467	217
Pine Crest ES	667	493	174

PLAN’S ENROLLMENT IMPACT ESTIMATE

The land use and zoning recommendations in the University Boulevard Corridor Plan would allow up to 3,500 to 4,500 residential units depending on future decisions by the Planning Board and the County Council. The enrollment impact estimate of this Plan was calculated based on a scenario where 75% of the max allowable density of 4,500 units is built-out considering the challenges expected in redeveloping existing properties. If most of this residential development occurs in the form of multi-family low-rise, they can be expected to generate an additional 250 to 400 elementary school students, 100 to 220 middle school students, and 160 to 280 high school students depending on whether the growth context of the area at the time of development resembles an Infill Impact Area or Turnover Impact Area (under the 2024 Growth and Infrastructure Policy, the west side of the Plan area near Wheaton is considered an Infill Impact Area, and the rest is categorized as Turnover Impact Area).

MONTGOMERY COUNTY PUBLIC SCHOOL’S CAPACITY PLANNING STRATEGIES

The Montgomery County Public Schools (MCPS) Division of Capital Planning and Real Estate develops strategies and long-range facility plans to meet the needs of public school capacity and programs. While Montgomery Planning collaborates with MCPS regarding a master plan’s impact on public school enrollment, MCPS’s forecasts and capital projects focus on the six-year time frame of a Capital Improvements Program (CIP) period rather than the longer-range vision typical of a master plan. MCPS planners review the space available at each school annually by comparing the enrollment projected for the sixth year of the CIP planning period to the program capacity and explore a range of options to address the needs appropriately. In the case of overutilization, if a long-term need for a capacity solution is justified, MCPS would typically pursue the following strategies:

- Determine if space is available at adjacent or nearby schools and reassign students where adequate space is available.
- Consider classroom additions to accommodate continual enrollment increases. Additions can be considered at nearby schools, followed by student assignments after completion of the capital project. MCPS’s preferred range of enrollment is up to 750 students in elementary schools, up to 1,200 students in middle schools, and up to 2,400 students in high schools. Many of the schools serving the Plan area have not been built to a capacity that can accommodate the maximum preferred enrollment, indicating there is unbuilt capacity in addition to the surplus seats projected at existing schools that can be tapped into if future demand necessitates it. For a classroom addition to be considered for funding, the sixth year projection of the Capital Improvements Program period of an individual school needs to exceed the following thresholds:
 - Elementary schools – minimum 92 seat (4 classrooms) capacity deficit
 - Middle schools – minimum 150 seat (6 classrooms) capacity deficit
 - High schools – minimum 200 seat (8 classrooms) capacity deficit
- If reassigning students or increasing capacity at existing schools is not sufficient to address the projected demand, consider the opening of a new school, or reopening of a previously closed school. There are a few former operating school sites within the vicinity of the plan, including the Spring Mill Center at 11721 Kemp Mill Rd and the former Pleasant View Elementary School at 3015 Upton Dr. For a new school to be considered, the sixth year projection of the CIP period would have to exceed the following thresholds. An evaluation of each site will be conducted if and when a new elementary school is being considered:
 - Elementary schools – 500-600 seat capacity deficit cluster-wide
 - Middle schools – 800 seat capacity deficit in one or more clusters
 - High schools – 1600 seat capacity deficit in one or more clusters

ADEQUATE PUBLIC FACILITIES

The Growth and Infrastructure Policy (GIP) requires the Annual School Test (AST) to evaluate the adequacy of the county’s public schools each year to determine the appropriate condition of approval for development applications throughout the fiscal year. The AST is conducted by Montgomery Planning Staff according to the Annual School Test Guidelines. Adequacy standards for the AST are based on a combination of utilization rate and seat deficit metrics outlined in the GIP.

DRAFT APPENDIX H: FINANCIAL FEASIBILITY ASSESSMENT

INTRODUCTION

Montgomery Planning engaged Partners for Economic Solutions (PES) to examine the financial feasibility of residential development in the University Boulevard Study Area, emphasizing housing typologies that could align with current market conditions and both existing and proposed regulatory frameworks. The study assesses the potential for residential infill on smaller lots and redevelopment of aging commercial properties through “pro forma” analyses of a variety of housing prototypes.

Overall, the study points to limited potential for redevelopment in the short- to mid-term. The value of existing development in most cases exceeds the potential value of new development. Under current and foreseeable conditions, “Missing Middle” housing types such as duplexes and stacked/piggyback townhouses offered for-rent are most likely to result from redevelopment. Even then, the estimated profit margins are small relative to the total development cost, which indicates that redevelopment will be limited in scope and scale.

KEY HOUSING TYPES:

1. "Missing Middle" Housing:
 - Includes duplexes and stacked or piggyback townhouses.
 - Duplexes are financially viable with surface parking, especially for infill on smaller lots.
 - Stacked/piggyback townhouses offer higher density (up to 40 units per acre) but face feasibility challenges due to high construction costs, particularly with tuck-under parking.
2. Multi-Family Apartments:
 - Predominantly wood-frame structures, typically four to five stories, on three- to ten-acre sites.
 - Require rental rates 10-12% above current market levels to achieve feasibility.
 - Mixed-use configurations with ground-floor retail are constrained by the high costs of structured parking required for retail tenants.
3. Townhouses:
 - For-sale townhouses could become viable with a 15% increase in sale prices.

- Larger-scale developments (e.g., three-acre sites) face challenges due to mismatches between construction costs, including greater requirements for site work and utilities, and achievable sales prices.
4. Condominiums:
- Currently limited by a lack of demand and financing hurdles.
 - May become feasible mid-term with price recovery and improved mortgage access, although this is outside the scope of the Plan and its implementation tools.
5. Single-Family Homes:
- Traditional suburban-style homes are financially feasible with a 10% price increase, though development on smaller scales (e.g., fewer than 10 units) lacks efficiency.

CONSTRAINTS AND OPPORTUNITIES:

- Parking Costs:
 - Surface parking is more affordable but limits density.
 - Above-grade structured parking, often necessary for denser developments, significantly increases costs beyond that supportable by market rents.
- Policy Adjustments:
 - Reducing parking minimums and allowing on-street parking could lower development costs and improve feasibility on the margins.
- Market Factors:
 - Current interest rates and construction costs strain project feasibility.
 - Potential for Bus Rapid Transit (BRT) in the area may enhance attractiveness for higher-density projects if the service is robust and accessible.

CONCLUSION

The study suggests most areas of the University Boulevard study area may see a modest pace of redevelopment with duplexes, smaller infill developments, and potentially phased condominium builds on larger sites as conditions improve. However, significant increases in rents or sale prices, along with potential public subsidies or regulatory reforms, will be necessary to realize broader redevelopment goals. The feasibility gap for most housing types in the study area is driven primarily

by construction costs which are greater than achievable rents and/or sales prices, therefore policy tools such as greater density allowances will have limited ability to spur additional development.

This analysis presents evidence that policy recommendations may be most effective with an orientation toward shaping development as it occurs in a limited, piecemeal fashion.

ATTACHMENT

Partners for Economic Solutions (PES) Financial Feasibility Report

Financial Feasibility

PES tested the financial feasibility of residential development within the University Boulevard Study Area, considering varying development programs, parking scenarios, and mixes of uses and unit sizes for sample property types found in the area. Static pro formas by product type outlined the cost to develop, the private investment justified by the future returns and the resulting financial surplus or gap, based on current market conditions for new development. The models estimated the dollars available to pay for land and in many instances the difference between the total development costs and the amount of supportable private investment that results in a financial gap.

This feasibility analysis is based on the best available data and information collected from a variety of local, regional and national sources, reflecting recent trends and current market conditions. However, changes in national and regional economic conditions, in financial market regulations and in the local land use regulatory environment could significantly impact the feasibility conclusions. Such changes could encompass a variety of regulatory changes. Currently, high interest rates, which follow changes in Federal Reserve policies, are having the greatest impact. Low-Income Housing Tax Credit regulations impact the feasibility of assisted housing. On the local side, development approval processes that require special use permits raise the cost and risk associated with development as compared with the predictability of matter-of-right zoning can affect development decisions. Impact fees and the rules as to how they are applied can affect the markets. Policies such as mandatory first-floor retail space in major residential developments can impact developer and investor interest if the right retailer willing to pay a high enough rent cannot be found. Parking minimums, MPDU policies and other policies that affect the basic pro forma can change the market's willingness to pursue such development. Generally, the market seeks predictability, speedy reviews and approvals, lower fees and fewer mandatory requirements that increase costs and/or risks.

Development Program Alternatives

After consultation with Montgomery Planning staff, PES estimated the total project value by product type for various development alternatives for residential and mixed-use residential development with ground floor retail space. These design alternatives were developed to test a wide range of variables, including lot sizes and dimensions, number of housing units, unit sizes, number of stories, parking ratios and locations and setbacks from property lines.

Table 1 delineates the development program for both rental and for-sale alternatives including lot size, building program, residential unit characteristics, parking and scale. PES tested new development with static pro formas for new construction on existing small parcels (half acre lots) and redevelopment of larger parcels (3 to 10 acres).



In Montgomery County, the Moderately Priced Dwelling Units (MPDUs) program requires developers to set aside 12.5 percent of the residential units for low- to moderate-income individuals applying to projects based on scale. For those projects with fewer than 20 units, the MPDU program does not apply and more dense products result in 15.4 percent MPDUs.

For-sale residential and townhouse (both for-sale & rental) development assumes standard attached garage or tuck-under parking spaces allowing for 500 square-foot two-car garages and 250 square-foot tuck-under parking spaces, respectively. In structured parking, 350 square feet are allotted per space to allow for ramps and proper access.

For mixed-use alternatives, the prototype assumes ground floor retail of between 6,000 to 20,000 square feet. This does not represent a specific tenant and allows for higher parking ratios of 3.5 spaces per 1,000 square feet of commercial space. It should be noted that the parking structures must be calculated as a percentage of the buildable area and as such impact the amount of total development able to fit on each site.

Table 1. Rental Development Programs							
	Townhouse	Duplex	Piggyback Towns	Multi-Family	Family with 6,000 sf of Retail	Multi-Family, Townhouses	
						with 6,000 SF of Retail	with 25,000 SF of Retail
FAR				1.50	1.50	1.25	1.25
Max. Allowable Development				196,020	196,020	544,500	544,500
Lot Size							
Total Area (acres)	0.5	0.5	0.5	3.0	3.0	10.0	10.0
Total Area (sf)	21,780	21,780	21,780	130,680	130,680	435,600	435,600
Buildable Area (sf)				78,408	78,408	261,360	261,360
Residential Development							
Attached Units	13	6	26			100	100
Market Rate						87	87
MPDU						13	13
Multifamily							
Total Dwelling Units	13	6	26	167	149	300	279
Market Rate			22	146	130	262	244
MPDU			4	21	19	38	35
Average Net Unit Size (sf)	2,500	1,500	1,500	891	1,051	892	892
Total Development (sf)				176,418	156,816	267,300	267,300
Stories	3.0	2.0	4.0	4.5	4.0	5.0	5.0
Density (du per acre)				55.7	49.7		
Building Size / Floorplate (sf)			3,840			53,460	53,460
Commercial Development							
Total Development (sf)				6,000	6,000	6,000	25,000
Stories				1.0	1.0	1.0	1.0
Parking							
Type	Tuck Under	Surface	Tuck Under	Structured	Structured	Structured	Structured
Min. Required Spaces	13	6	26	240	302	437	475
sf per space	250	300	250	350	350	350	350
Total Parking (sf)	3,250	1,800	6,500	84,000	105,700	152,950	166,250
Parking Structure Floor Plate (sf)				26,400	26,400	26,400	26,400
Stories of Structured Parking				4	5	6	6
Total Structured Parking Spaces				352	440	616	616
Total Building Development							
Built Area				266,418	181,816	172,835	172,835
Stories				5.5	5.0	5.0	5.0
Size of Units							
Studio				550	550	550	550
1 Bedroom				750	750	750	750
2 Bedrooms				1,000	1,000	1,000	1,000
3 Bedrooms				1,200	1,200	1,200	1,200
2 Bedrooms MPDU				800	800	800	800
Mix							
Studio				5%	5%	5%	5%
1 Bedroom				35%	35%	35%	35%
2 Bedrooms				50%	50%	50%	50%
3 Bedrooms				10%	10%	10%	10%
2 Bedrooms MPDU				100%	100%	100%	100%

Source: Partners for Economic Solutions, 2023.

The University Boulevard Study Area is dominated by single-family residential and strip commercial along major arterials (primarily University Boulevard and Colesville Road) while the potential exists for residential infill on redevelopment sites and small infill sites.



In much of the Study Area, the housing stock offers two standard housing types: detached single-family residential and townhouses. While these alternatives offer a variety of architectural styles, these products limit consumer housing options. Smaller lot redevelopment offers an opportunity to bring in new residential products, sometimes referred to as “missing middle housing” such as duplexes or piggyback townhouses. The development of new housing products can help to attract different audiences and expand alternatives for existing residents. Parking requirements from both market and lending institutions for these denser residential products impact the costs, particularly when the parking must be accommodated in above-ground garages.

Redevelopment of aging commercial buildings within the Study Area presents an opportunity to provide a new mix for the community with infill residential products. While these opportunities are limited, careful redevelopment of existing sites with the construction of new infill residential and preservation of commercial retail components may shift commercial strip development into a more vibrant mixed-use project. In nearby Silver Spring, newly constructed apartments have demonstrated the appetite for new housing products. It should be noted that this financial analysis does not consider the cost of purchasing or relocating existing retail businesses for the purpose of redevelopment.

For most of the residential products, PES tested three or four alternatives. The estimated hard construction costs for bricks and mortar range from \$205 to \$225 per square foot for newly constructed space. For parking spaces, the costs range from \$10,000 per surface space to \$30,000 per above-grade structured space.

PES evaluated current rental market rents for the Study Area and used the agreed unit size and mix assumptions laid out in the development program concepts (see Table 2). Generally, efficiency and one-bedroom units yield higher returns per square foot than do two- and three-bedroom units, so one would expect that a mix that emphasized smaller units would generate a higher return, assuming that market demand was sufficient to rent all the efficiency units.



Table 2. Rental Market Sizes and Rents										
Apartments										
Units	Square Feet		Mix	Rent Per Sq Ft		Monthly Rents				
Studio	525	-	575	5%	\$2.90	-	\$2.97	\$1,560	-	\$1,670
1 Bedroom	725	-	775	35%	\$2.80	-	\$2.85	\$2,070	-	\$2,170
2 Bedrooms	975	-	1,025	50%	\$2.65	-	\$2.70	\$2,630	-	\$2,720
3 Bedrooms	1,175	-	1,225	10%	\$2.50	-	\$2.55	\$3,000	-	\$3,060
Duplexes										
Units	Square Feet		Mix	Rent Per Sq Ft		Monthly Rents				
2 Bedrooms	975	-	1,050	0%	\$2.05	-	\$2.20	\$2,145	-	\$2,153
3 Bedrooms	1,450	-	1,550	100%	\$1.80	-	\$1.90	\$2,755	-	\$2,790
Piggyback or Stacked Townhouses										
Units	Square Feet		Mix	Rent Per Sq Ft		Monthly Rents				
3BR/2.5 BA	1,600	-	1,800	70%	\$1.75	-	\$1.80	\$2,880	-	\$3,150
4BR/2.5 BA	2,050	-	2,125	30%	\$1.65	-	\$1.70	\$3,490	-	\$3,510
Standard Rental Townhouses										
Units	Square Feet		Mix	Rent Per Sq Ft		Monthly Rents				
3BR/2.5 BA	2,450	-	2,650	100%	\$1.55	-	\$1.65	\$4,040	-	\$4,110

Source: Partners for Economic Solutions, 2023.

The for-sale market relied heavily on using assumptions from the rental development program to establish a scale and sizing for condominiums. It should be noted that offering more than 100 to 150 condominiums at one-time may be challenging for the market to absorb and would likely be phased over time. Table 3 details the unit sizes and for-sale prices per product type. For all MPDU units, PES used the baseline rent and price calculations provided by Montgomery County.

Table 3. For-Sale Market Sizes and Prices

Condominium Apartments							
Units	Square Feet		Mix	Price Per Sq Ft		Sales Prices	
Studio	625	- 675	0%	\$ 322	- \$ 330	\$206,250	- \$217,350
1 Bedroom	825	- 875	35%	\$ 305	- \$ 315	\$259,880	- \$266,880
2 Bedrooms	1,075	- 1,125	50%	\$ 275	- \$ 285	\$306,380	- \$309,380
3 Bedrooms	1,275	- 1,325	15%	\$ 260	- \$ 270	\$344,250	- \$344,500
Duplexes							
Units	Square Feet		Mix	Price Per Sq Ft		Sales Prices	
2 Bedrooms	1,000	- 1,200	0%	\$ 340	- \$ 350	\$350,000	- \$408,000
3 Bedrooms	1,450	- 1,550	100%	\$ 325	- \$ 335	\$485,750	- \$503,750
Townhouses							
Units	Square Feet		Mix	Price Per Sq Ft		Sales Prices	
2 Bedrooms	1,800	- 2,000	0%	\$ 320	- \$ 330	\$594,000	- \$640,000
3 Bedrooms	2,400	- 2,600	100%	\$ 305	- \$ 315	\$756,000	- \$793,000
4 Bedrooms	3,000	- 3,150	0%	\$ 290	- \$ 295	\$885,000	- \$913,500
Piggyback or Stacked Townhouses							
Units	Square Feet		Mix	Price Per Sq Ft		Sales Prices	
3BR/2.5 BA	1,450	- 1,550	100%	\$ 320	- \$ 325	\$471,250	- \$496,000
4BR/2.5 BA	1,700	- 1,800	0%	\$ 315	- \$ 320	\$544,000	- \$567,000
Single Family Houses							
Units	Square Feet		Mix	Price Per Sq Ft		Sales Prices	
2BR/2BA	1,800	- 2,000	0%	\$ 330	- \$ 335	\$603,000	- \$660,000
3BR/3BA	2,200	- 2,400	0%	\$ 315	- \$ 320	\$704,000	- \$756,000
4BR/3BA	3,200	- 3,400	100%	\$ 330	- \$ 340	\$1,088,000	- \$1,122,000

Source: Partners for Economic Solutions, 2023.

For this analysis, a review of comparable land sales in the broader community and market judgment suggested \$740,000 per acre as the current price for smaller infill lots and \$22 per land square foot (\$958,000 per acre) as the current price for land with multi-family zoning. Land acquisition prices are based on lots where units have been torn down and replaced with larger units from 2016 to 2020. The assessed values of these properties in 2015 were increased by 40 percent to bring them to current values and calculated on a price per square foot basis for different-sized lots (5,000, 6,000, 8,000, 10,000, 12,500 and 15,000 square feet).⁵ Model inputs are summarized in Appendix Table A-1.

Rental Residential Analysis

The rental financial models solve for Return on Investment (calculated as net operating income in the stabilized year divided by total development costs) and for Financial Surplus or Gap, which is defined as the difference between the investment that can be supported by the net operating income and the total development costs. This analysis considers a cash-on-cash return of 6.0 percent for rental residential development as the required return on



investment based on current market conditions. A return on investment of at least 6.0 percent and a positive financial surplus indicate that the developer's return on investment would exceed the targeted return and the project could attract a developer.

The rental residential models consider rental duplexes, piggyback townhouses and more standard multi-family apartments along major arterials. For all rental products, the parking standards highlight the more suburban aesthetic and expectations in the rental market.

The feasibility of compact development would be improved by reducing parking construction costs. This can be through lower parking minimums, particularly for affordable housing, and policies such as letting on-street parking be counted toward meeting those parking minimums. The market will have an equal or greater impact than regulatory parking minimums on the amount of parking actually developed. These market judgments by developers and their lenders and investors will change over time as additional transportation alternatives, fuel cost increases and other changes reduce the demand for auto ownership. Even with ample bus service, many individuals require access to a private vehicle for work, daily errands and activities.

Duplex, Stacked / Piggyback Townhouses

The model reviewed duplex, and stacked or piggyback townhouse rental options with two- to four-story structures. The duplex model offers an example of small-scale infill development that is financially viable given current market conditions, demonstrating the value of surface parking solutions on smaller sites.

The piggyback townhouses allow for a dense urban infill up to 40 dwelling units per acre. The stacking of the units, which may be structured as a two-story unit over a one-story unit or a two-story unit over a two-story unit, offers a smaller product viable for single occupancy. Stacked or piggyback townhouses allow for a more concentrated entry into the market with a product not currently available. Under this alternative, the parking space tucks under a portion of the ground level of the four-story structure; while not as expensive as an above-grade structure it is more costly than surface parking. Ultimately the high construction costs, which include the tuck-under parking, results in an infeasible project.

Multi-Family

In general, the five-story wood-frame residential rental apartment development projects do not generate a residual land value in excess of the market value of the land without a boost to the rents on the three-acre site. Achievable market rents do not provide a net operating income sufficient to cover the cost of acquiring the existing sites, site preparation and building costs, and the high cost for on-site above-grade parking and provide a return on investment that would interest private developers and investors. Market-rate rents would need to be roughly 10 percent above the current market to support new multi-family infill development on half-acre lots.



Similarly, development of the multi-family rental apartments on the 10-acre site with townhouses requires a 10-percent increase in market rents to provide a financially viable opportunity. The financial model shows that the rents do not justify development given current rental rates in the University Boulevard Study Area marketplace. The alternative with 6,000 square feet of retail space would need at least a 12-percent boost in rents to achieve feasibility as the retail space requires structured-parking beyond what the retail rents would support.

A third option for multi-family rental apartments and townhouses on a 10-acre lot includes 25,000 square feet of retail space. This option provides a better return to the developer based on the assumed retail rent of \$45 per square foot with a \$50 per-square-foot tenant improvement allowance. That rent would be subject to an intense negotiation and could be lower. At that retail rent level, the residential rents would need to be increased by five percent to provide an adequate return on investment.

While some jurisdictions have been very successful at creating new infill residential development alongside existing commercial strip uses, all real estate is local and the value of the underlying land and existing conditions in the local market as well as the nature and location of the sites available for redevelopment greatly impact the potential for residential and commercial uses to locate in close proximity or be vertically integrated in mixed-use alternatives.

Table 4 shows the relative costs, returns and financial surplus/gap for each development and the sensitivity analyses completed for each option. Again, the return on costs is compared to a targeted return of 6.0 percent.



Table 4. Financial Conclusions by Housing Type, Rental Alternatives

Housing Type/ Alternative	Return on Investment ¹	Financial Surplus/Gap per Unit	Development Cost per Unit	Unit Characteristics			
				Stories	Parking	Average Size	Average Market Rent
Rental Models							
Duplex	6.2%	\$74,000	\$461,000	2	Front / rear surface	1,500	\$2,773
Stacked Townhouses	5.5%	-\$37,275	\$478,429	4	Tuck under - one space	1,500	\$2,773
Multi-Family Apartments (3 Acres)							
Alt. 1 Base	5.5%	-\$32,280	\$387,050	4.5	Above-grade structure	893	\$2,463
Alt. 2 Different Mix	5.5%	-\$30,536	\$380,585	4.5	Above-grade structure	879	\$2,443
Alt. 3 10% Higher Price	6.4%	\$28,349	\$387,050	4.5	Above-grade structure	893	\$2,710
Mixed-Use Apartments with Retail (3 Acres)							
Alt. 1 Base	5.8%	-\$15,995	\$390,995	4	Above-grade structure	891	\$2,463
Alt. 2 Different Mix	5.8%	-\$14,516	\$386,017	4	Above-grade structure	880	\$2,443
Alt. 3 10% Higher Price	6.4%	\$24,732	\$390,995	4	Above-grade structure	891	\$2,710
Multi-Family Apartments (10 Acres)							
Alt. 1 Base	5.4%	-\$44,512	\$468,983	5	Above-grade structure	891	\$2,463
Alt. 2 Different Mix	5.4%	-\$43,157	\$463,822	5	Above-grade structure	878	\$2,443
Alt. 3 10% Higher Price	6.1%	\$3,909	\$468,983	5	Above-grade structure	891	\$2,710
Mixed-Use Apartments with 6,000 Square Feet of Retail (10 Acres)							
Alt. 1 Base	5.5%	-\$36,172	\$471,980	5	Above-grade structure	891	\$2,463
Alt. 2 Different Mix	5.6%	-\$34,904	\$466,790	5	Above-grade structure	878	\$2,443
Alt. 3 12% Higher Price	6.0%	\$603	\$471,980	5	Above-grade structure	891	\$2,759
Mixed-Use Apartments with 25,000 Square Feet of Retail (10 Acres)							
Alt. 1 Base	5.9%	-\$9,288	\$487,872	5	Above-grade structure	892	\$2,463
Alt. 2 Different Mix	5.9%	-\$8,505	\$482,422	5	Above-grade structure	879	\$2,443
Alt. 3 5% Higher Price	6.1%	\$5,773	\$487,872	5	Above-grade structure	892	\$2,586

Note: ¹Target rate of return for rental products estimated at 6.0 percent of total costs.

Source: Partners for Economic Solutions, 2023.

For-Sale Residential Analysis

The for-sale financial models solve for Financial Surplus or Gap, which is defined as the difference between the net sales proceeds and the total development costs, including a developer profit of 10 percent of the purchase price. It is a mathematical variation on financial analyses that determine feasibility based on the developer's return on investment given the market land value. A positive financial surplus indicates that the developer's return on investment would exceed the targeted return. For-sale models consider nearly the same products including standard townhouses, duplexes, piggyback townhouses and condominium apartment buildings along major arterials, as well as a base case for a large-scale suburban style single-family home. For all options, the more suburban parking standards reflect both demand and lender requirements.

Single-Family House

The traditional for-sale single-family houses proved to be financially feasible in the current marketplace with a 10-percent increase in sale prices. This reflects the lack of comparable sales of large-scale residential products and the inefficiencies of developing less than 10 units, reducing the economics of scale normally gained by land side developers selling lots directly to builders.

Standard Townhouses

The large size of the for-sale townhouses on a three-acre lot (2,500 square feet for a market-rate unit) reflects a mismatch with the market requirements. In this marketplace the price of construction requires a higher sales price than is currently achievable in the market. If the developer were able to access more affordable land or receive a write-down by partnering with an area house of worship, it might be more viable. The model on a half-acre lot indicates that a 15-percent increase in market price could result in a feasible development.

Duplex, Stacked / Piggyback Townhouses

As the model reviewed duplex, stacked townhouse or piggyback townhouse for-sale options with two- to four-story structures, the variability among product sizes and parking alternatives illustrates the range of financial viability. The duplex units would require a 20-percent increase in market prices to be feasible. As with the rental product, the higher costs of tuck-under parking for the piggyback townhouses coupled with the overall high cost of construction results in an infeasible project.

Condominiums

Condominium development responds to somewhat different economics related to mortgage rates and homebuyer expectations of future appreciation. Historically, development of condominiums has often generated better returns than rental development. Currently, however, the economics favor rental development, particularly in the University Boulevard



Study Area where condominiums are an unproven market product. Assuming some recovery in the price of new condominiums in the broader market, the returns from condominium development in the mid-term would be somewhat higher or at least comparable to those from rental apartment development. Once mortgage financing is readily available again for condominiums, four-story wood-frame products could be feasible at select locations within the Study Area.

The model tests a five-story wood-frame residential condominium apartment development project with no studio or efficiency units, targeting a specific audience of first-time home buyers, empty-nesters and young professionals without children. The University Boulevard Study Area has a limited supply of condominiums with limited new condominium projects in nearby markets.

At this time, the financial costs of a newly built condominium project require outside equity and a higher return than justified given current sales prices achievable in the University Boulevard Study Area marketplace.



Table 5. Financial Conclusions by Housing Type For-Sale Alternatives

Housing Type/ Alternative	Financial Surplus/Gap		Development Cost per Unit	Unit Characteristics			
	Total	Per Unit		Stories	Parking	Average Size	Average Market Price
For-Sale Models							
Single-Family Housing							
Alt. 1 Base	-\$98,300	-\$98,300	\$986,300	2	Standard garage	3,300	\$1,122,000
Alt. 2 4% Higher Price	\$16,600	\$16,600	\$986,300	2	Standard garage	3,300	\$1,166,900
Alt. 3 10% Higher Price	\$188,500	\$188,500	\$986,300	2	Standard garage	3,300	\$1,234,200
Townhouse (Half Acre)							
Alt. 1 Base	-\$1,154,700	-\$88,823	\$747,500	3	Tuck under - 2 spaces	2,500	\$775,000
Alt. 2 10% Higher Price	-\$297,600	-\$22,892	\$747,500	3	Tuck under - 2 spaces	2,500	\$852,500
Alt. 3 15% Higher Price	\$130,000	\$10,000	\$747,500	3	Tuck under - 2 spaces	2,500	\$891,250
Alt. 4 Smaller Units	-\$856,500	-\$65,885	\$618,400	3	Tuck under - 2 spaces	2,000	\$650,000
Townhouse (3.0 Acres)							
Alt. 1 Base	-\$10,818,800	-\$135,235	\$713,600	2.5	Tuck under - 2 spaces	2,390	\$740,900
Alt. 2 10% Higher Price	-\$6,409,900	-\$80,124	\$713,600	2.5	Tuck under - 2 spaces	2,390	\$814,990
Alt. 3 20% Higher Price	-\$2,001,900	-\$25,024	\$713,600	2.5	Tuck under - 2 spaces	2,390	\$889,080
Alt. 4 Smaller Units	-\$9,894,400	-\$123,680	\$600,600	2.5	Tuck under - 2 spaces	1,950	\$604,500
Duplex							
Alt. 1 Base	-\$449,500	-\$74,917	\$495,700	2	Front surface	1,500	\$495,000
Alt. 2 10% Higher Price	-\$197,300	-\$32,883	\$495,700	2	Front surface	1,500	\$544,500
Alt. 3 18% Higher Price	\$5,400	\$900	\$495,700	2	Front surface	1,500	\$584,100
Multi-Family Condominiums (3 Acres)							
Alt. 1 Base	-\$22,559,707	-\$135,088	\$417,552	4.5	Above-grade structure	1,024	\$297,779
Alt. 2 Different Mix	-\$22,034,707	-\$126,636	\$417,552	4.5	Above-grade structure	979	\$289,680
Alt. 3 10% Higher Price	-\$18,863,107	-\$112,953	\$417,552	4.5	Above-grade structure	1,024	\$327,557
Mixed-Use Condominiums (3 Acres)							
Alt. 1 Base	-\$22,559,707	-\$135,088	\$417,552	4	Above-grade structure	1,024	\$297,779
Alt. 2 Different Mix	-\$22,034,707	-\$126,636	\$417,552	4	Above-grade structure	979	\$289,680
Alt. 3 10% Higher Price	-\$18,863,107	-\$112,953	\$417,552	4	Above-grade structure	1,024	\$327,557

Source: Partners for Economic Solutions, 2023.

Key Findings

- Achievable sales prices for new duplexes offer the greatest potential for a pure market deal without public investment.
- Development of for-sale townhouses generates sufficient returns to justify infill development where appropriate in the Study Area. Townhouse sales provide better returns than all of the scenarios for rental housing based on current underwriting standards.
- Repositioning in the market for use as mixed-use sites offers near-term potential for commercial redevelopment for three-acre sites.
- Parking costs are a major constraint on new development. The high cost of building above-grade structured parking generates a need for public subsidy.
- Reducing project parking requirements can be an important tool in reducing development costs and required subsidy, though the push for lower parking ratios must be tempered by market demand and lender expectations.
- In today's market, four- to five-story wood-frame development at 50 units per acre could generate enough revenue with a 10-percent increase in rents to interest a private developer.
- Adding ground-level retail to rental housing development or for-sale condominium projects requires expensive additional parking beyond what retail rents can cover.
- Redevelopment for four- to five-story condominiums could be feasible in the mid-term once the financing market again provides mortgages for condominiums. However, the need for a phased build-out and sales approach due to market absorption potential may dampen developer interest.

These conclusions represent one series of alternatives for how the future economy may unfold; it is likely that these findings will shift over future business cycles. Low-cost financing can result from a number of factors, including problems in other markets (e.g., stocks) that limit returns from alternative investments, tax policies that favor real estate and higher inflation that encourages investment in fixed assets. Under such conditions, project economics become more favorable and certain types of development will become feasible at some points over the 30-year life of the plan.

Bus Rapid Transit (BRT) service on University Boulevard could be expected to lead to higher rents/prices and developer interest, though BRT may not be enough in and of itself to make the difference in project feasibility. The quality of the service – bus frequency, operating hours,



operating speeds and convenient links to Metro – will play a part in determining how much influence the BRT has on development and investment demand for the corridor. Fifteen-minute headways, all-day and evening service, connections to where people want to go, and measurable speed advantages over driving alone (e.g., dedicated bus lanes) could have a significant impact (as opposed to rush hour service every 30 minutes in mixed traffic).



Appendix Table

Appendix Table A1. Input Assumptions				
	Rental Options (Multi-Family Apartments)		Standard Townhouse, Piggyback & Duplex	
Developer Return	6%	of total costs	10%	of total costs
Vacancy and Collection Loss	5%	of revenues	5%	of revenues
Building Efficiency (Leaseable/Gross S.F.)	82%	percent	85%	percent
Residential Parking Spaces (by bedroom type)	1.0- 2.0	per unit	1.0- 2.0	per unit
Monthly Parking Fees	\$100	per space	\$100	per space
Development Cost Assumptions				
Off-Site Improvements	\$100,000	lump sum	\$100,000	lump sum
Site Preparation & Improvements	\$4.00	per g.s.f.	\$4.00	per g.s.f.
Hard Costs (Include General Conditions) Low / Duplex	\$220	per g.s.f.	\$208	per g.s.f.
Hard Costs (Include General Conditions) Mid / Piggyback	\$225	per g.s.f.	\$212	per g.s.f.
Hard Costs (Include General Conditions) Other	\$230	per g.s.f.	\$217	per g.s.f.
Retail Tenant Improvement Costs	\$50	per r.s.f.	NA	
Parking Costs (Assume Surface Parking)	\$10,000	per space	\$10,000	per space
Parking Costs (Assume Tuck-Under Garage)	\$25,000	per space	\$25,000	per space
Parking Costs (Assume Above-Grade Garage)	\$30,000	per space	\$30,000	per space
For-Profit Developer Fee	4%	of non-land costs	4%	of non-land costs
Non-Profit Developer Fee	15%	of non-land costs	15%	of non-land costs
Soft Costs as Share of Hard Costs	24%	of hard costs	28%	of hard costs
Land Price (per land SF)	\$22	per land SF	\$17	per land SF
Land Price (per acre)	\$740,000	per acre	\$740,000	per acre
Commercial Operating Costs	\$1	per 1,000 SF	\$1	per 1,000 SF
MF Operating Costs (Excluding Tenant Utilities)	\$7,000	per unit	\$3,500	per unit
Replacement Reserves	\$300	per unit	\$500	per unit
Construction Financing Costs				
Interest Rate	5.25%	of total loan	5.50%	of total loan
Period of Initial Loan	24	months	24	months
Initial Construction Loan Fee (points)	1.25%	of total loan	1.25%	of total loan
Average Balance	55%	of total loan	55%	of total loan
Loan To Value Ratio	65%		65%	
Interest Cost and Points	5.00%	of total costs	5.00%	of total costs
Capitalization Rate	5.25%	5.00%	5.50%	
Permanent Financing		Multi-Family & Retail	Multi-Family	Townhouse, Duplex & Piggyback
Interest Rate	5.50%		5.25%	5.25%
Term	30		30	30 years
Mortgage Constant	-6.813%		-6.626%	-6.626%
Debt Coverage Ratio	115%		115%	115% of debt service
Deferred Developer Fee	3%		3%	3% of total cost

Source: Partners for Economic Solutions, 2023.



DRAFT CLIMATE ASSESSMENT FOR THE UNIVERSITY BOULEVARD CORRIDOR PLAN

PURPOSE OF CLIMATE ASSESSMENTS

The purpose of the Climate Assessments is to evaluate the anticipated impact of master plans and zoning text amendments (ZTAs) on the county's contribution to addressing climate change. These assessments will provide the County Council with a better understanding of the potential climate impacts and implications of proposed master plans and ZTAs, at the county level. The scope of the Climate Assessments is limited to addressing climate change, specifically the effect of land use recommendations in master plans and ZTAs on greenhouse gas (GHG) emissions and carbon sequestration, and how actions proposed by master plans and ZTAs could improve the county's adaptive capacity to climate change and increase community resilience.

While co-benefits such as health and cost savings may be discussed, the focus is on how proposed master plans and ZTAs may impact GHG emissions and community resilience.

SUMMARY

The Montgomery County Planning Board anticipates that The University Boulevard Corridor Plan (Plan) will have moderate negative impacts and slight to moderate positive impacts on the county's goals of addressing greenhouse gas emissions, and slight positive and negative impacts on carbon sequestration. While the Plan will have both positive and negative impacts on resilience and adaptive capacity, on balance Planning Staff believes that there will be an overall positive impact on ensuring the resilience and adaptive capacity of the University Boulevard communities.

BACKGROUND AND PURPOSE OF THE UNIVERSITY BOULEVARD CORRIDOR PLAN

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

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

VARIABLES THAT COULD AFFECT THE ASSESSMENT

The following section describes the climate-related variables that were considered in this assessment as impacted by the Plan. Climate related variables include the various greenhouse gas reduction, sequestration, resilience, and adaptive capacity activities in the climate assessment checklists (Tables 1 and 8) contained in the *Climate Assessment Recommendations for Master Plans and Zoning Text Amendments in Montgomery County*.

CLIMATE-RELATED VARIABLES

Transportation- Vehicle miles traveled by type, Number of trips, Non-vehicle modes of transportation, Public transportation use, Electric vehicle infrastructure access.

Building Embodied Emissions – Building certifications, Building square footage, Building life span, Pavement infrastructure, Material waste produced, Use of green building materials.

Energy – Electricity usage, Electricity efficiency.

Land Cover and Management – Area of forest, Area of non-forest tree canopy, Area of green cover, Implementation of nature-based solutions.

RESILIENCE-RELATED VARIABLES

Exposure-Related Factors – Activity in flood-risk areas, Activity in urban heat island, Exposure to other hazards (e.g. storms, wind).

Sensitivity-Related Factors – Change to forest cover, Change to non-forest tree canopy, Change to quality or quantity of other green areas, Change to impacts of heat, Change in perviousness, Change in stormwater management system treatments, Change to water quality or quantity, Change to air quality, Infrastructure design decisions.

ADAPTIVE CAPACITY-RELATED VARIABLES

Change to accessibility or prevalence of community and public spaces, Change to emergency response and recovery capabilities, Change in access to transportation, Change to accessibility or prevalence of local food sources and other goods, Change in availability or distribution of economic and financial resources, Change to community connectivity, Change in distribution of resources and support.

OTHER VARIABLES

Other variables include the number and frequency of events at each permitted site, transportation options, and where the sites are located.

ANTICIPATED IMPACTS

GREENHOUSE GAS EMISSIONS, CARBON SEQUESTRATION, AND DRAWDOWN

Greenhouse Gas Emissions Quantitative Assessment Summary

The Plan is anticipated to have moderate negative impacts and slight to moderate positive impacts on greenhouse gas emissions. The Quantitative Assessment estimates that total greenhouse gas emissions in the Plan area will be approximately 35% higher at buildout than the emissions from buildout under the existing zoning and previous master plan recommendations. This is because the Plan proposes to increase zoning density of properties along and near University Boulevard to create opportunities to increase the supply of smaller, more affordable residential units through redevelopment of existing single-family lots. While this is a much more efficient use of land, the increase in residential units will require additional energy for heating, cooling and lighting and for transportation to, from and within the UBCP area. Because emissions are directly associated with energy use, more emissions will result. Larger numbers of people living within the Plan area will also generate larger amounts of material waste, and there are emissions associated with the creation, transport, and disposal of those materials.

Breaking out the components of the emissions assessments, building energy use generates substantially more greenhouse gas emissions than any other source, followed by building waste emissions, then transportation emissions and emissions associated with embodied building energy. Building energy emissions and transportation energy emissions are typically responsible for the largest share of greenhouse gas emissions, but the relative proportion of building energy to transportation energy emissions is more skewed toward building energy emissions in the Plan compared to other recently analyzed master plans. While the Quantitative Assessment does not provide definitive answers about why the emissions proportions looks different in the Plan area, reviewing the existing and proposed land use characteristics and the way the Quantitative Tool calculates emissions may help interpret the results.

The Plan area is strongly dominated by single-family houses, which tend to use more energy per square foot than more compact building forms, so it is logical that building energy uses would generate the greatest emissions. The Plan area also exhibits many of the characteristics of a “complete community” when the influence of the Wheaton Central Business District (CBD) on the western end of the Plan area is considered. The Wheaton CBD gives Plan area residents easy access to grocery stores, a shopping mall, restaurants and other goods and services that supply basic needs. The Plan area also includes several schools including two high schools. University Boulevard also provides transportation alternatives including robust bus service and access to the Wheaton Metrorail Station. This combination of factors should lead to shorter trips and a reduced need to travel far by car to reach schools and employment centers, and to obtain basic necessities. Since the Quantitative Tool calculates transportation-related ghg emissions on Vehicle Miles Traveled, it is reasonable that

the transportation emissions fraction of the total emissions in the Plan area would be comparatively lower.

While the Plan area projects increased emissions, the total emissions are relatively smaller when compared to larger master plan areas that are more spread out, and that contain high energy land uses such as hospitals or research facilities that use large amounts of computing power.

These greenhouse gas emissions estimates are based on average figures for similar building types, land uses and transportation systems in comparable regions. Emissions estimates include existing buildings, transportation systems, and processes for the creation and disposal of material waste. The emissions projections also assume that the energy being consumed continues to be generated through the burning of fossil fuels. Transitioning to clean energy is the key to eliminating greenhouse gas emissions from our buildings and transportation systems.

The Plan includes numerous recommendations to increase the energy efficiency of buildings, generate more renewable energy on site, enhance public transit options, and create high-quality pedestrian and bicycle facilities to shift the predominant transportation modes away from single-occupant petroleum-fueled vehicles. In addition, the Plan's recommendations to create opportunities for more housing options should place more residents close to transit, services, and amenities, reduce the number of vehicle trips and distances traveled, and allow more people to get to their desired destinations by non-motorized means. All of these recommendations in the Plan should contribute to reductions in greenhouse gas emissions.

These changes will be taking place within a larger context of new initiatives and policies already being enacted by other county agencies that will result in requirements for greater building energy efficiency, provision of public transit, and transitioning to clean, renewable energy. As these programs are implemented, the emissions associated with energy use throughout the Plan area should decrease.

Carbon Sequestration/Drawdown Quantitative Assessment Summary

The existing forest, non-forest tree cover, and green space areas sequester and store around two percent of the total carbon emissions in the Plan area. While these amounts are a fraction of the total ghg emissions, they are not inconsequential, storing over 117 million metric tons of carbon dioxide equivalents in the Plan area. Loss of these resources typically results in an emission of CO₂ if the trees being removed are not converted into semi-permanent products, such as wood furniture. The Plan recommends making the University Boulevard Corridor into a "Cool Corridor," increasing the tree canopy and other green infrastructure along the roadway. Increasing the forest and non-forest tree cover will result in additional sequestration and carbon storage.

The additional contributions of forest, tree cover and green space to climate change mitigation through heat reduction associated with shading, evapotranspirational cooling, and changes in reflectance cannot be quantified with our current tools, although methods of quantifying some of

these benefits are being explored. These natural resources have many additional benefits that are considered in the Climate Assessment sections covering Climate Adaptation and Resilience.

Greenhouse Gas Emissions, Carbon Sequestration, and Drawdown Qualitative Discussion

Transportation Emissions

The Plan is anticipated to have both positive and negative impacts on transportation emissions. Since this is an area targeted for growth in the county, focusing especially on creating opportunities for new housing, the number of residential units are expected to increase within the Plan area, along with a slight increase in non-residential uses. The additional workers and residents are projected to increase the total number of trips and vehicle miles travelled in the Plan area with a corresponding increase in transportation emissions.

However, the expansion of non-motorized transportation alternatives including wider, better sidewalks and enhanced bicycle lanes and should increase the number of trips taken by zero emission modes. The Plan's approach to growth, featuring a mix of uses in compact developments created through infill development and redevelopment, will facilitate reductions in vehicle miles traveled and make non-motorized alternatives more feasible. The implementation of a new BRT route will enhance public transit alternatives improving lower-emission options for people commuting to, from, and within the Plan area. Transportation modeling indicates that per capita VMT will decrease under the recommendations of the Plan.

Building Embodied Emissions

Given the planned growth, total building square footage will increase. As long as the energy used to build and operate these buildings is generated by burning fossil fuels, projected greenhouse gas emissions will increase commensurate with the increase in building square footage. Increased numbers of residents and workers are expected to generate increased material waste.

Building lifespan is anticipated to have both positive and negative impacts on greenhouse gas emissions, although the overall impact may be more positive. Some redevelopments may require knocking down existing buildings, shortening their lifespan and increasing building material waste. However, new buildings with longer life expectancy will be added, and some buildings may be repurposed or retrofitted, increasing their useful life.

Likewise, pavement infrastructure is anticipated to have both positive and negative emissions impacts. Some new pavement will be added for roadways and non-motorized vehicle infrastructure. In other places, infill development will replace surface parking lots with new buildings. The Plan includes recommendations to minimize pavement wherever possible.

Energy

More residential units, more non-residential square footage, more residents and more workers will all result in the increased use of electricity. Increased on-site generation of clean, renewable energy will help limit the increase in greenhouse gas emissions from building energy use.

The Plan includes recommendations for moving development toward the goal of net-zero emissions by increasing energy efficient building orientations and designs, and by including on-site renewable energy generation and more efficient HVAC and lighting systems.

COMMUNITY RESILIENCE AND ADAPTIVE CAPACITY QUALITATIVE DISCUSSION

The University Boulevard Corridor Plan is anticipated to have slight negative and slight to moderate positive impacts on community resilience and adaptive capacity.

Community Resilience

The guiding document, *Climate Assessment Recommendations for Master Plans and Zoning Text Amendments in Montgomery County* notes that Community Resilience is the inverse of vulnerability (pg. 27), and therefore organizes the Community Resilience and Adaptive Capacity checklist into measures of vulnerability based on Exposure-Related Factors and Sensitivity-Related Factors, as well as identifying additional factors that contribute to Adaptive Capacity.

Exposure-Related Factors

Montgomery County identifies road sections that could be affected by high water. In the Plan area, University Boulevard at Sligo Creek may be at risk of flooding from extreme precipitation events. Since the Plan proposes to increase use of University Boulevard by both motorized and non-motorized modes, more people could be exposed to flooding where the road crosses the stream. This should be considered when doing facility planning for future road improvements.

The Plan will increase activity in urban heat island areas because the growth of residences and employment in the area will increase the number of people in the heat islands. Heat mapping completed by Montgomery County has identified heat island areas with the Master Plan boundaries, and these are typically areas of development with sparse tree canopy. The University Boulevard Plan includes recommendations to reduce heat impacts in these areas.

Increased numbers of people will be exposed to other climate hazards such as storms and wind simply as a result of the growth of the area, but not specifically due to other actions of the Plan.

Sensitivity-Related Factors

Sensitivity-Related Factors include changes to land cover and climate impacts can increase or decrease the effects of hazard exposure.

Most of the Sensitivity-Related Factors could have both positive and negative impacts on adaptation and resilience in the Plan area, depending on the outcome of each project that is developed or redeveloped.

Changes to forest cover, non-forest tree canopy, and the quality or quantity of other green areas may occur on a project-by-project basis. Forest, non-forest tree canopy and other green areas may be lost or added to a site through the site design and development process. The most significant forest areas in the Plan area exist within the portion of Sligo Creek Stream Valley Park that passes through the Plan area, and should largely be protected. Non-forest tree canopy may occur on both public and private properties, and within road right-of-way. Plan recommendations to include native shade trees and landscaping in the University Boulevard cross-section could potentially add up to an additional 10 acres of tree canopy. Additional street trees could be added along other roads through the area. Discussions with both Montgomery Parks and Montgomery County Public Schools indicate that they either currently have plans or are open to recommendations to add tree canopy on their properties. It is currently unclear to what extent redevelopment of private properties under the Plan recommendations will affect the amount of tree canopy in the Plan area. The Plan recommends that tree canopy be added through redevelopment whenever possible.

Likewise changes in perviousness will occur from project to project. Reducing imperviousness is another recommendation of the Plan. In some cases, impervious areas such as parking lots may be replaced with buildings and infrastructure needed to accommodate development without substantially increasing imperviousness. Pervious green spaces may also be incorporated into sites that are currently largely impervious. Replacement of single-family houses with multi-unit residences may increase imperviousness on private properties.

Changes to impacts of heat will be both positive and negative and will respond primarily to the changes in green cover, tree canopy cover, and perviousness on a project-by-project basis as noted above. Implementing the Plan recommendations to increase tree cover and green cover and to reduce imperviousness wherever possible during the regulatory review process should result in greater mitigation of heat impacts. Additional positive impacts to heat mitigation will accrue through greater use of more heat reflective surfaces and cool roofs, as well as implementation of street tree recommendations in the *Complete Streets Guidelines*.

Changes to stormwater management treatments will also occur from project to project. The overall change should be positive, as areas with little or no stormwater treatment systems or with older systems are redeveloped with new stormwater treatment systems.

Staff anticipates that changes to water quality and quantity will be mixed. While some new developments will add impervious surfaces, some of the developments will also incorporate new stormwater treatment systems, green areas and tree cover that should intercept, infiltrate, and filter water that is not currently being treated before running off. Planned improvements to University

Boulevard will include stormwater management treatment facilities not currently present in the road right-of-way.

Staff anticipates that changes to air quality should be more positive than negative. While vehicle trips are projected to increase, expanding the electric vehicle charging infrastructure should facilitate the shift away from the internal combustion engine vehicles that are primarily responsible for air pollution in the area. Additionally, the expanded public transit and non-motorized vehicle transportation systems will allow more trips to be taken with little or no air pollution impact, especially given the county's move toward a fleet of electric powered buses. Increasing the mix of uses can help shorten trips. Finally, increasing non-forest tree canopy and other vegetated areas will help filter out some of the air pollutants.

Staff anticipates that infrastructure design decisions will have a slight overall positive impact on resiliency and adaptive capacity. New and enhanced transportation infrastructure will facilitate movement and offer more transportation alternatives within and through the Plan area. Infrastructure designs will add more street trees, tree canopy and stormwater treatment facilities to reduce heat impact, improve air and water quality, and handle runoff from storms.

Adaptive Capacity Factors and Community Resilience

Adaptive Capacity Factors facilitate community connectedness and cohesiveness and improve the accessibility of critical resources including food and monetary resources, making it easier for both the community and individuals to withstand and adapt to climate-related impacts. These overlap with factors that enhance community resilience, which is the sustained ability of a network of people to use available resources to withstand, recover from, and adapt to future climate hazards.

Changes to accessibility or prevalence of community and public spaces are anticipated to have a positive impact on adaptive capacity. The Plan includes several parks and schools where people can gather, interact, and form connections that will foster community cohesiveness. Plan recommendations should improve the ability of residents to access these facilities. In addition, this Plan recommends new publicly accessible open spaces on key properties, such as WTOP and Safeway, which may redevelop in the future. This would expand the number of community and public spaces serving the community.

Changes to emergency response and recovery capabilities should improve somewhat as minor improvements in street grid connectivity and additional pedestrian and bicycle connections will improve emergency access within the Plan area.

As noted above, changes in access to transportation should definitely improve through the improvement of transit corridor connections, increased bicycle and pedestrian facilities, and a finer street grid will increase both transportation options and access.

Positive change in accessibility or prevalence of local food sources and other goods is supported by Plan recommendations to support new local farming opportunities, including community gardens and creating a new farmers' market for the Plan area. The Plan also supports efforts by the Department of Health and Human Services and other County agencies to implement neighborhood-level strategies to address food insecurity and other local sources for food production.

The Transportation System Performance Metrics anticipate that access to jobs by automobile will increase by 1% and access to jobs by transit will increase by 11% under the recommendations of the University Boulevard Corridor Plan. This should improve the availability or distribution of economic and financial resources as opportunities for employment for residents in the Plan area.

Staff anticipates that the Plan will enhance and facilitate community connectivity through the provision of attractive new public spaces and programming that will bring people together, promoting civic engagement and the formation of support networks within the community.

This Plan recommends additional child daycare and senior services as new development occurs in the area. This should improve the distribution of resources and support in the community. Additionally, improvements in the transportation infrastructure, including improved non-auto and transit options, should improve access to community facilities both within and near the Plan area.

RELATIONSHIP TO GREENHOUSE GAS REDUCTION AND SEQUESTRATION ACTIONS CONTAINED IN THE MONTGOMERY COUNTY CLIMATE ACTION PLAN (CAP)

The CAP details the effects of a changing climate on Montgomery County and includes interagency strategies to reduce greenhouse gas emissions and climate-related risks to the county's residents, businesses, and the built and natural environment.

The CAP includes 86 climate actions as a pathway to meet the county's ambitious climate goals while building a healthy, equitable, and resilient community. Each county department has responsibilities for specific climate actions that are relevant to the work of that department. The following section provides a list of the CAP action items relevant to Montgomery Planning and addressed within the University Boulevard Corridor Plan. While it is not possible to know the rate of implementation, development, funding, or other implications, each action item was rated high, medium, or low for its potential to reduce GHG gasses or sequester carbon.

Clean Energy Actions

- E-3: Promote Private Solar Photovoltaic Systems. Medium. The Plan promotes the use of on-site alternative energy systems for all development, private and public.
- E-4: Public Facility Solar Photovoltaic Installations and Groundwork. Medium. The Plan promotes the use of on-site alternative energy systems for all development, private and public.

Building Actions

- B-7: Net Zero Energy Building Code for New Construction. Medium. The Plan supports achieving Net Zero energy emissions.

Transportation Actions

- T-1: Expand Public Transit. High. There are recommendations for increasing access, stations, stops, and frequency of public transit.
- T-2: Expand Active Transportation and Micro-mobility Network. High. There are recommendations to construct bicycle lanes, improve sidewalks, add protected crossings, and increase access, stations, and frequency of public transit.
- T-8: Transportation Demand Management. High. There are many recommendations intended to influence people’s transportation choices and reduce use of single occupancy vehicles.

Carbon Sequestration Actions

- S-1: Retain and Increase Forests. High (for forest retention), Low (for increase in forest). Retention and expansion of forest and is recommended.
- S-2: Retain and Increase Tree Canopy. Medium. Recommendations include increasing tree canopy cover on open space, within the right-of-way, and on new development.

Climate Adaptation Actions.

- A-18: Expanded Community Gardens. High. Recommendations support community garden expansion.
- A-7: Green Public Spaces. High. All development, public space, and the right-of-way should include native tree and vegetative plantings.
- A-10: Green Infrastructure. High. Green infrastructure is essentially the same as Nature-Based Design Solutions and the terms are used interchangeably. It is recommended for new development and road retrofits.
- A-15: Water Supply Protection. High. The Plan makes recommendations to protect watersheds that contribute to the county’s water supply.

RECOMMENDED AMENDMENTS

The Climate Assessment Act requires the Planning Board to offer appropriate recommendations such as amendments to the proposed University Boulevard Corridor Plan or other mitigating measures that could help counter any identified negative impacts through this Climate Assessment: Staff will discuss the aforementioned recommendations with the Planning Board during future work sessions and update this assessment with any additional recommendations, as directed by the Planning Board, that may help counter any identified negative impacts.

SOURCES OF INFORMATION, ASSUMPTIONS, AND METHODOLOGIES USED

[The climate assessment for The University Boulevard Corridor Plan was prepared using the methodology for master plans contained within the *Climate Assessment Recommendations for Master Plans and Zoning Text Amendments in Montgomery County, December 1, 2022.*]