

Resolution No.:	<u>20-1010</u>
Introduced:	<u>December 9, 2025</u>
Adopted:	<u>December 9, 2025</u>

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND  
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION  
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT  
WITHIN MONTGOMERY COUNTY, MARYLAND**

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By: County Council

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**SUBJECT:** Approval of the *University Boulevard Corridor Plan*

1. On June 27, 2025, the Montgomery County Planning Board transmitted to the County Executive and the County Council its draft of the *University Boulevard Corridor Plan*.
2. The Summer 2025 Planning Board Draft of the *University Boulevard Corridor Plan* contains the text and supporting maps for a comprehensive amendment to portions of the approved and adopted the 1989 *Master Plan for the Communities of Kensington-Wheaton*, 1996 *Four Corners Master Plan*, 2001 *Kemp Mill Master Plan* and the 2012 *Wheaton Central Business District and Vicinity Sector Plan*. It also amends *Thrive Montgomery 2050*, as amended; the 1979 *Master Plan for Historic Preservation*, as amended; the 2013 *Countywide Transit Corridors Functional Master Plan*, as amended; the 2018 *Master Plan of Highways and Transitways*, as amended; the 2018 *Bicycle Master Plan* as amended, and the 2023 *Pedestrian Master Plan*, as amended.
3. On September 10, and September 16, 2025, the County Council held a public hearing on the Planning Board Draft of the *University Boulevard Corridor Plan*, which was referred to the Council's Planning, Housing, and Parks Committee for review and recommendations.
4. On September 29, October 20, November 3, and November 10, 2025, the Planning, Housing, and Parks Committee held a worksession to review the Planning Board Draft of the *University Boulevard Corridor Plan*.
5. On November 18, and December 2, 2025, the County Council reviewed the Planning Board Draft of the *University Boulevard Corridor Plan* and the recommendations of the Planning, Housing, and Parks Committee.

**Action**

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District lying in Montgomery County, Maryland, states as follows:

The Planning Board Draft of the *University Boulevard Corridor Plan*, dated Summer 2025, is hereby approved with revisions. District Council revisions to the Planning Board Draft of the *University Boulevard Corridor Plan* are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring. Montgomery County Planning Department staff may make additional, non-substantive revisions and/or corrections to the Master Plan Amendment before its adoption by The Maryland-National Capital Park & Planning Commission.

All page references in this section are consistent with the page numbering in the print version of the Planning Board Draft of the *University Boulevard Corridor Plan*.

- Page 6      Modify the third paragraph under *Executive Summary* as follows:  
The Plan supports lower density, predominantly residential development with a range of building types between planned BRT stations, and higher density, mixed-use development near planned stations. To achieve this vision, the Plan recommends the Commercial Residential Neighborhood (CRN) Zone on [blocks] properties that [front]about University Boulevard and, to a lesser extent, Colesville Road and retains most of the existing detached residential properties in the Plan area as detached residential zones. New infill development is recommended for religious institutional properties, via the Commercial Residential Town (CRT) Zone and more intense mixed-use development is recommended for commercial areas, such as Four Corners, [Kemp Mill Shopping Center, ]and along Amherst Avenue.
- Page 7      Modify the fourth bullet under *Urban Design* as follows:
- Locate higher building densities and mixed uses at locations near BRT stations, including existing commercial properties, such as the WTOP property, [Kemp Mill Shopping Center, ]and Four Corners. Ensure that new development transitions in height, mass, and scale to adjacent residential neighborhoods.
- Page 7      Modify the first bullet under *Land Use and Zoning* as follows:
- Rezone corridor-[fronting residential blocks]abutting residential properties to the CRN Zone, and rezone institutional properties, such as those used for religious assembly and single-use commercial shopping centers, to CRT to promote sustainable development patterns, provide housing options, and support transportation safety enhancements in the Plan area.
- Page 9      Modify the second and third bullets under *Transportation* as follows:
- Advance the Complete Streets Design Guide as a framework to create a walkable and safe roadway for all people. Specifically, implement [a connected network of streets,] comfortable walkways, and low-stress bicycle facilities, and right-size roadways and intersections to create a safer and more comfortable environment for people who are walking, rolling, bicycling, riding transit, and driving.

- [Utilize the Four Corners Bicycle and Pedestrian Priority Area (BiPPA)] Repurpose right of way through Four Corners to improve safety for people walking, biking, and rolling. [within Four Corners. Prioritize funding of the “University Boulevard: Downtown Wheaton to Four Corners Town Center” BiPPA in the County’s Capital Improvement Program to extend safety improvements along the corridor.]

Page 9

Modify the last bullet under *Transportation* as follows:

- Provide [alternative ways to navigate the Four Corners area that include short-term recommendations for limited change to the street network to provide] safe, accessible, and healthy travel options for people walking, biking, rolling, riding transit, and traveling in cars[. Along with a more detailed design for BRT, further study additional street connections] in the Four Corners area. [to achieve a long-term vision for a more connected network of Town Center Streets that increase local connectivity and a more regular street pattern.]

Page 9

Add the following bullet between the first and second bullets under *Community Facilities*:

- Support the co-location of the 4<sup>th</sup> District Police Station with the Maryland-National Capital Park Police Headquarters.

Page 14

Modify the third paragraph under *Plan Area* as follows:

Three multifamily high-rise residential buildings, including the Housing Opportunities Commission (HOC) – owned Arcola Towers, Warwick Apartments, and University Towers Condominiums, are located at the intersection of Arcola Avenue and University Boulevard. [Kemp Mill Shopping Center, Kemp Mill Urban Park, and Yeshiva of Greater Washington are farther north along Arcola Avenue.] The Northwood Chesapeake Bay Trail runs east and south of Arcola Avenue, while Breewood Neighborhood Park lies south of it. Northwood High School, under construction as of this writing, is located east of Arcola Avenue.

Page 15

Modify *Figure 3: University Boulevard Corridor Plan Area* to remove the Kemp Mill Shopping Center, Kemp Mill Urban Park, and the Yeshiva of Greater Washington site from within the plan area.

Page 20

Modify the first paragraph under *Urban Design Strategies* as follows:

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

Page 20

Modify the second bullet under *Urban Design Strategies* as follows:

- Corridor-[fronting]abutting properties [or blocks] between planned BRT station locations.

- Page 20 Delete the third bullet under *Urban Design Strategies* as follows:
- [Individual non-corridor fronting locations within exclusively residential areas.]
- Page 22 Modify the heading *DESIGN GUIDANCE FOR CORRIDOR-FRONTING BLOCKS BETWEEN BRT STATIONS* as follows:  
*DESIGN GUIDANCE FOR CORRIDOR-[FRONTING BLOCKS]ABUTTING PROPERTIES BETWEEN BRT STATIONS*
- Page 22 Modify the first sentence under *DESIGN GUIDANCE FOR CORRIDOR-FRONTING BLOCKS BETWEEN BRT STATIONS* as follows:  
Corridor-[fronting blocks]abutting properties between planned BRT stations should explore:
- Page 22 Delete the section titled DESIGN GUIDANCE FOR NON-CORRIDOR FRONTING BLOCKS as follows:  
[DESIGN GUIDANCE FOR NON-CORRIDOR FRONTING BLOCKS  
Individual non-corridor fronting blocks considering redevelopment should explore:
- Small-scale residential development.
  - Parking solutions internal to the property.
  - House-scaled architectural design elements.]
- Page 24 Modify the last sentence of the first paragraph as follows:  
The Plan recommends the CRT Zone as the primary zoning tool for large commercial and institutional properties in the Plan area and the CRN zone for detached residential properties [within blocks fronting] that abut the corridor.
- Page 32 Modify the third bullet under *Land Use and Zoning Recommendations* as follows:
- Rezone the Berkeley Court/Westchester development from the PD-9 zone to the CRN 1.0 C-0.0 R-1.0 H-[50]45 zone as a suitable equivalent zone for the property, since the PD zone cannot be confirmed through the Sectional Map Amendment (SMA).
- Page 32 Modify the fourth bullet under *Land Use and Zoning Recommendations* as follows:
- Rezone the detached residential properties that abut University Boulevard from the R-90 zone to the CRN 1.0 C-0.0, R-1.0, H-45 zone as shown in Figures 13 and 14.
- Page 34 Modify the second paragraph under *Urban Design Recommendations* as follows:  
Future development of the WTOP property [must]should:
- Page 36 Modify the third bullet under *Land Use and Zoning Recommendations* as follows:
- Rezone the Canaan Christian Church properties at 2100 and 2118 University Boulevard West and 11221 Rose Lane and the vacant property at 11220 Rose Lane from the R-60 zone to the CRN 1.0 C-0.0 R-1.0 H-50 zone, as shown in

Figure 18, to support new infill development and [advancing] advance the Plan's [recommended public benefits, including] historic [resource] preservation goals.

- Page 36 Modify the sixth bullet under *Land Use and Zoning Recommendations* as follows:
- Rezone the detached residential properties that abut University Boulevard from the R-60 zone to the CRN 1.0 C-0.0, R-1.0, H-45 zone as shown in Figures 17 and 18.
- Page 39 Modify the fourth bullet under *Land Use and Zoning Recommendations* as follows:
- Rezone the detached residential properties that abut University Boulevard from the R-60 zone to the CRN 1.0 C-0.0, R-1.0, H-45 zone as shown in Figures 20 and 21.
- Page 41 Modify the last sentence of the first paragraph under *Urban Design Recommendations* as follows:  
Redevelopment around this intersection should [adhere] strive to implement the following concepts:
- Page 41 Modify the fifth bullet under *Urban Design Recommendations* as follows:
- [Promote a more compact and street-oriented Glen Haven Elementary School that minimizes surface parking along Inwood Avenue.] Future improvements to Glen Haven Elementary School should explore improving safety for people walking, biking, and rolling, and for weekend community events to activate the existing surface parking along Inwood Avenue.
- Page 42 Modify *Figure 23: Key Properties in the University Towers Neighborhood* to remove the Kemp Mill Shopping Center, Kemp Mill Urban Park, and the Yeshiva of Greater Washington site.
- Page 43 Modify the first paragraph as follows:  
[Kemp Mill Shopping Center, a traditional neighborhood suburban shopping center, is the only retail use in this neighborhood. Kemp Mill Urban Park is located adjacent to the shopping center. ]The Young Israel Shomrai Emunah of Greater Washington, a synagogue, [; the Yeshiva of Greater Washington, a religious school;] and Parkland Swim Club, a community swimming pool, are [additional uses] located west of Arcola Avenue. Two small residential townhouse communities are also located in this neighborhood: Northwoods Crossing at the intersection of Arcola Avenue and University Boulevard, and Stonington Woods, adjacent to University Towers and Parkland Swim Club.
- Page 43 Delete the third, fourth, and fifth paragraphs as follows:  
[The Kemp Mill Shopping Center is a treasured cultural resource for the Kemp Mill community. The shopping center's services, amenities, retail stores, and restaurants, combined with the nearby places of worship, communal gathering spots, schools, recreational facilities, and diverse housing options, create a community that

residents greatly value. Many of the businesses and retail establishments in the shopping center are locally owned and provide employment for nearby residents.

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

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

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

Modify the last paragraph as follows:

In the long-term, HOC anticipates some potential infill or redevelopment of the Arcola Towers property. An 80-foot private easement, improved with an approximately 25-foot wide driveway known as the “Access Road,” provides transit service and linkages to multifamily residential properties. This Plan supports the extension of this roadway as a Town Center street, as shown in Figure 24[, with future development to Kemp Mill Shopping Center to improve overall circulation within this area]. The Plan acknowledges that the dedication of the existing Access Road as a public street will be incremental as redevelopment occurs and recommends that each phase of development construct the street as a private street, built to public street standards, with a covenant for future dedication as a public street. The northern terminus of the existing 80-foot easement is located entirely on the Arcola Towers property. As infill or redevelopment of this property is

anticipated in the life of this Plan, the Plan recommends that infill or redevelopment of the property construct improvements along its frontage, as well as the travel lanes and street buffers, consistent with the Complete Streets Design Guide. The final alignment of the recommended right-of-way dedication, and improvements by adjoining properties should be determined at the time of redevelopment.

Page 46 Delete the fourth and fifth bullets under *Land Use and Zoning Recommendations* as follows:

- [Rezone the Kemp Mill Shopping Center properties, including 1370 Lamberton Drive and 1398 Lamberton Drive, from the Neighborhood Retail (NR) Zone to the CRT 1.5 C-0.75 R-1.25 H-70 Zone to promote the Plan's recommended public benefits.
- Rezone the Montgomery Parks properties (Parcel Tax IDs 00965530 and 03358966) from the R-90 Zone to the CRT 1.5 C-0.75 R-1.25 H-70 Zone to support any potential development with the adjacent commercial property. Should redevelopment of the adjacent commercial property occur, the property owners should explore opportunities to exchange these properties for property of an equal or greater size (approximately 20,000 square feet) to augment the functionality of Kemp Mill Urban Park.]

Page 46 Delete the seventh bullet under *Land Use and Zoning Recommendations* as follows:

- [Confirm the R-60 Zone for the Yeshiva of Greater Washington property at 1216 Arcola Avenue and the R-90 Zone for the Kemp Mill Urban Park.]

Page 47 Modify Figures 25 and 26 to remove Kemp Mill Shopping Center, Kemp Mill Urban Park, and the Yeshiva of Greater Washington site.

Page 48 Modify the second paragraph under *Urban Design Recommendations* as follows: [The cluster of properties around and including Kemp Mill Shopping Center have potential for coordinated development to create a new mixed-use neighborhood center.] Redevelopment [at the shopping center] of the multifamily and other properties should consider the following, as shown in Figure 27:

Page 48 Modify the bullets of the second paragraph as follows:

- Establish a compact development pattern of short blocks and internal streets with an enhanced streetscape to promote pedestrian activity between the surrounding community and [the new center] any redevelopment.
- Explore a mix of uses [that includes retail] and a broad range of residential unit types, including attached and multifamily development, to serve different needs and income levels.
- Improve and extend the existing access road from University Boulevard West through University Towers as a pedestrian-friendly street with street-facing buildings and an enhanced streetscape that connects with new internal streets [in the redeveloped shopping center cluster], to provide an alternative vehicular connection north and east of Arcola Avenue.

- [If the Kemp Mill Shopping Center redevelops, provide a minimum 0.75-acre privately owned public space, consistent with a neighborhood green on larger shopping center parcels, near the Sligo Creek Trail entrance. Explore placemaking opportunities on the shopping center property to incorporate public art and wayfinding, and to consider activation strategies for the recommended neighborhood green.]

Page 49      Modify the second bullet under *Land Use and Zoning Recommendations* as follows:

- [Explore mechanisms to transfer the right-of-way at the termini of Breewood Road and Tenbrook Drive to M-NCPPC to improve the Northwood Chesapeake Bay Trail alignment and solidify maintenance and management of the trail by Montgomery Parks between Sligo Creek Stream Valley Park and Breewood Neighborhood Park.] Retain public ownership of the unimproved rights-of-way for Breewood Road and Tenbrook Drive in perpetuity to ensure continuity of the Northwood Chesapeake Bay Trail west of University Boulevard. The Montgomery County Parks Department should be responsible for maintaining the trail through these public rights-of-way.

Page 50      Modify the second bullet under *Land Use and Zoning Recommendations* as follows:

- Rezone the detached residential properties that abut University Boulevard from the R-60 zone to the CRN 1.0 C-0.0, R-1.0, H-45 zone as shown in Figures 29 and 30.

Page 52      Add the heading *Land Use and Zoning Recommendations* prior to the bulleted text.

Page 52      Modify the third bullet as follows:

- Rezone Young Israel Shomrai Emunah at 811 and 813 University Boulevard West, as well as the detached residential properties that abut University Boulevard from the R-60 zone to the CRN 1.0 C-0.0, R-1.0, H-45 zone as shown in Figures 32 and 33.

Page 54      Modify the first sentence of the second paragraph under *Sligo Woods Neighborhood* as follows:

As shown in Figures 35 and 36, this Plan recommends the CRN and CRT [Zone]zones as [an] appropriate zones to promote new infill development for properties between Kerwin Road and Dennis Avenue[, including the four detached residential properties near the planned BRT station].

Page 55      Modify the second bullet under *Land Use and Zoning Recommendations* as follows:

- Rezone the Verizon substation [and four detached residential properties, 10311–10317 Gilmoure Drive,] from the R-60 zone to the CRN 1.0 C-0.0 R-1.0 H-50 zone to promote redevelopment near planned BRT.



- Page 55      Modify the third bullet under *Land Use and Zoning Recommendations* as follows:
- Rezone the detached residential properties that abut University Boulevard from the R-60 zone to the CRN 1.0 C-0.0, R-1.0, H-45 zone as shown in Figures 35 and 36.

- Page 56      Delete the bullets under *Mary's Center Neighborhood* to create paragraphs as follows:

This Plan recommends a consistent land use approach, via the CRT Zone, for existing residential and non-residential properties that would permit new infill development near the planned BRT station at Dennis Avenue, as shown in Figures 38 and 39. Three vacant parcels and a detached dwelling at the southwest intersection of University Boulevard and Dennis Avenue are under common ownership and offer an opportunity to redevelop with primarily residential uses, including attached and multifamily development. New residential development at this location will serve as a gateway feature to this area.

Mary's Center provides county residents with healthcare, education, and social services. This Plan supports the CRT zone for the property since it permits the existing use and provides more flexibility if the property is redeveloped in the future. If the property completely redevelops, this Plan supports a new pedestrian or bikeway extension of Greenock Road to University Boulevard or the extension of Gilmore Drive.

The Nichiren Shoshu Myosenji Buddhist Temple, located at Brunett Avenue and University Boulevard, is a religious institutional property. This Plan supports the future evaluation of the Temple for listing as a Master Plan Historic Site, with the potential for adaptive reuse. If the Temple were removed, appropriate redevelopment for the site includes attached units such as duplexes or townhouses.

- Page 56      Add a section for *Land Use and Zoning Recommendations* as follows:  
Land Use and Zoning Recommendations

- Rezone the three vacant properties (at 700 Dennis Avenue, 704 Dennis Avenue, and 708 Dennis Avenue) and the detached residential property at 420 University Boulevard West from the R-60 zone to the CRT 1.5 C-0.5 R-1.25, H-50 zone.
- Rezone three parcels at 400 University Boulevard West from the EOF 1.5 H-60 zone to the CRT 1.5 C-0.5 R-1.25 H-50 zone.
- Rezone the Mary's Center property from the R-60 zone to the CRT 1.5 C-0.5 R-1.25 H-50 zone.
- Rezone the Nichiren Shoshu Myosenji Buddhist Temple property from the R-60 zone to the CRT 1.0 C-0.25 R-1.0 H-50 zone.
- Rezone the detached residential properties that abut University Boulevard from the R-60 zone to the CRN 1.0 C-0.0, R-1.0, H-45 zone as shown in Figures 38 and 39.

- Page 59 Modify the bullet under *Land Use and Zoning Recommendations* as follows:
- Rezone the detached residential properties that abut University Boulevard from the R-60 zone to the CRN 1.0 C-0.0, R-1.0, H-[50]45 zone as shown in Figures 41 and 42.
- Page 61 Modify the second bullet under *Land Use and Zoning Recommendations* as follows:
- [Redevelopment on the HOC property must provide a financial contribution for park improvements in or near the Plan area at the time of redevelopment, in lieu of on-site open space.] Consistent with recommendations for redevelopment of properties adjacent to parks elsewhere in the county and Section 59-6.3.6.C of the Zoning Ordinance, require a financial contribution from this property owner for park improvements in or near the plan area instead of requiring open space on-site at the time of redevelopment. In addition to the contribution, redevelopment should improve connections to and engage North Four Corners Local Park.
- Page 61 Modify the third bullet under *Land Use and Zoning Recommendations* as follows:
- Rezone the detached residential properties that abut University Boulevard from the R-60 zone to the CRN 1.0 C-0.0, R-1.0, H-45 zone as shown in Figures 44 and 45.
- Page 62 Delete the second bullet under *Urban Design Recommendations* as follows:
- [New development building heights must transition to the existing detached properties along Royalton Road.]
- Page 62 Modify the fourth bullet under *Urban Design Recommendations* as follows:
- [Where possible, relocate vehicular access from University Boulevard to intersecting or parallel streets to promote safety for people walking, rolling, biking, taking transit, and driving along University Boulevard West.] Where University Boulevard West provides the only site frontage, consolidate vehicular access.
- Page 64 Modify the first three bullets under *Land Use and Zoning Recommendations* as follows:
- Rezone the commercial properties (2 University Boulevard West, 22 University Boulevard West, 106 University Boulevard West, 108 University Boulevard West, and 10040 Colesville Road) in the median of University Boulevard West from the CRT-2.25 C-1.5 R-0.75 H-45 zone to the CRT 2.5 C-1.5 R-1.5 H-[75]65 zone to promote the Plan's recommended public benefits, as shown in Figures 48 and 49.
  - Rezone the Safeway Shopping Center property at 116 University Boulevard West from the R-60 zone and the CRT 1.5 C-1.5 R-0.5 H-45 zone to the CRT [3.0 C-1.5 R-2.5 H-100] 2.25 C-1.5 R-1.5 H-65 zone to promote mixed-use development that contributes to the recommended public benefits.

- Rezone the U.S. Postal Service property at 110 University Boulevard West from the CRT 1.5 C-1.5 R-0.5 H-45 zone to the CRT 2.25 C-1.5 R-1.5 H-[75]60 zone that promotes the Plan's recommended public benefits.

Page 64 Modify the last bullet under *Land Use and Zoning Recommendations* as follows:

- Rezone the BP automotive service center property at 112 University Boulevard West from the CRT 2.25 C-1.5 R-0.75 H-45 zone to the CRT 2.25 C-1.5 R-1.5 H-[75]60 zone to support the recommended public benefits.

Page 65 Modify the first bullet as follows:

- Rezone the Shell gas station property at 100 University Boulevard West from the CRT 1.5 C-1.5 R-0.5 H-45 zone to the CRT 2.25 C-1.5 R-1.5 H-[75]60 zone to support the Plan's recommended public benefits.

Page 65 Delete the second bullet as follows:

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

Page 66 Modify the fourth bullet under *Urban Design Recommendations* as follows:

- [With future redevelopment of the Safeway grocery store, provide a minimum 0.25-acre privately owned public space, consistent with the characteristics of a neighborhood green.] Future redevelopment of the Safeway grocery store, assuming existing abutting single-family residential properties remain, should provide:
  - Development intensity and active uses along University Boulevard West;
  - Transitions in building height to 35-feet adjacent to existing single-family residential properties to maintain compatibility;
  - Transitions in building setbacks, including 12-foot side yard setbacks and 30-foot rear yard setbacks to maintain compatibility; and
  - A minimum 0.25-acre privately owned public space, consistent with the characteristics of a neighborhood green.

Page 67 Modify the first four bullets under *Land Use and Zoning Recommendations* as follows:

- Rezone the commercial properties in the northeast intersection of Colesville Road and University Boulevard West, as shown in Figure 52, including at 10100 Colesville Road, 10110 Colesville Road, 10118 Colesville Road, 10120 Colesville Road, 10126 Colesville Road, 10130 Colesville Road, 10132 Colesville Road, 10134 Colesville Road, Parcel 072 and Parcel P11 from the R-60 zone and the CRT 2.25 C-1.5 R-0.75 H-45 zone to the CRT [3.0 C-1.5 R-2.5 H-100]2.25 C-1.5 R-1.5 H-60 zone to promote mixed-use development that support the Plan's public benefits, mobility options, and pedestrian connections.
- Rezone the properties at 10144 Colesville Road and 110 Sutherland Road from the CRT 1.5 C-1.5 R-0.5 H-45 zone to the CRT 2.25 C-1.5 R-1.5 H-[75]60 zone to support mixed-use development that is in proximity to BRT stations.

- Rezone the commercial property at 101 University Boulevard West from the CRT 2.25 C-1.5 R-0.75 H-45 zone to the CRT 2.25 C-1.5 R-1.5 H-[75]60 zone to support the recommended public benefits.
- Rezone the commercial properties at 105-111 University Boulevard West from the CRT 1.5 C-1.5 R-0.5 H-45 zone to the CRT [3.0 C-1.5 R-2.0 H-100]2.25 C-1.5 R-1.5 H-60 zone to support new mixed-use development and the Plan's public benefits.

Page 67

Modify the last bullet under *Land Use and Zoning Recommendations* as follows:

- Rezone the detached residential properties that abut Colesville Road from the R-60 zone to the CRN 1.0 C-0.0, R-1.0, H-45 zone as shown in Figures 51 and 52 to support the Plan's recommendations for new residential typologies.

Page 70

Modify the second paragraph under *Woodmoor Shopping Center Neighborhood* as follows:

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

Page 71

Modify the first and second bullets under *Land Use and Zoning Recommendations* as follows:

- [Rezone the Woodmoor Shopping Center, as shown in Figures 55 and 56 on page 72 from the CRT 0.75 C-0.75 R-0.5 H-40 zone to the CRT 3.0 C-1.5 R-2.5 H-100 zone to promote mixed-use development in the Four Corners area that supports the Plan's recommended public benefits.] Reconfirm the existing CRT 0.75 C-0.75 R-0.5 H-40 zone for the Woodmoor Shopping Center.
- Rezone the detached residential properties that abut University Boulevard from the R-60 zone to the CRN 1.0 C-0.0, R-1.0, H-45 zone as shown in Figures 55 and 56 to support the Plan's recommended new residential typologies.

Page 71

Add the following bullet between the first and second bullets under *Land Use and Zoning Recommendations* as follows:

- This Plan recommends the future evaluation of the Woodmoor Shopping Center for listing in the Master Plan for Historic Preservation.

Page 75

Modify the second bullet under *Land Use and Zoning Recommendations* as follows:

- Rezone the Four Corners Ethiopian Evangelical Church property from the R-60 zone and the CRT 0.25 C-0.25 R-0.25 H-35 zone to the [CRT 3.0 C-1.5 R-2.5 H-100] CRT 2.5 C-1.5 R-1.5 H-65 zone to promote infill development and the Plan's recommended public benefits.

Page 78

Add the following text to the beginning of the second paragraph as follows:

The UBC Plan envisions a mixed-use, transit-supportive environment with a balanced range of housing options including access to high-quality workforce housing within the corridor. This Plan also seeks to expand the nature of residential neighborhoods along the corridor by introducing new residential building typologies, which are linked with the introduction of new BRT infrastructure. Prior master plans along the corridor, such as the 2001 Kemp Mill Master Plan and the 1996 Four Corners Master Plan, recommended the retention of detached residential uses along the corridor.

Page 79

Modify the first sentence of the second paragraph as follows:

Specifically, this Plan supports the introduction of new housing typologies in the Plan area, particularly [in blocks fronting]for properties abutting the University Boulevard Corridor and in proximity to the BRT stations, to begin to address decades of inequities to create more equitable, mixed-income neighborhoods and to ensure that exclusively single-family zoning is not a barrier to providing housing options and enabling home ownership.

Page 80

Modify the third bullet under *Affordable Housing* as follows:

- When public properties are redeveloped with a residential component, [strive to] provide a minimum of 30 percent MPDUs, with 15 percent affordable to households earning the standard MPDU level of 65–70 percent or less of AMI and 15 percent affordable to households at or below 50 percent of AMI.

Page 80

Add the following bullet under *Preservation of Affordable Housing* as follows:

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

Page 80

Modify the second bullets under *Housing Production and Housing Diversity* as follows:

- Utilize the CRT and CRN zones [as the primary zones] to introduce new residential typologies along the corridor, as well as within proximity to the proposed BRT stations.

Page 80

Add the following bullet under *Housing Production and Housing Diversity* as follows:

- Facilitate the production of workforce housing units, furthering mixed-income development and supporting projects that provide units affordable at the county's workforce housing levels.

- Page 83      Modify the second and third bullets under *Wheaton Forest Local Park* as follows:
- [Consistent with recommendations elsewhere in the county, when properties adjacent to parks redevelop, in lieu of on-site open space require a financial contribution from the property owner for park improvements in or near the plan area at the time of development.] Consistent with recommendations for redevelopment of properties adjacent to parks elsewhere in the county and Section 59-6.3.6.C of the Zoning Ordinance, require a financial contribution from this property owner for park improvements in or near the plan area instead of requiring open space on-site at the time of redevelopment.
  - Redevelopment of adjacent properties should relate to and engage the park and ensure that park edges are attractive. For example, [do not] strive to locate parking lots or dumpsters [immediately adjacent to the] away from park boundaries. Provide screening in case where this cannot be achieved.
- Page 84      Modify the fifth bullet under *Sligo Creek Stream Valley Park* as follows:
- Improve the Sligo Creek Trail entrance at Kemp Mill Shopping Center. [Redevelopment of the adjacent Kemp Mill Shopping Center property should provide improvements at this location, including improvements that meaningfully connect the privately owned public space, Kemp Mill Urban Park, and Sligo Creek Trail through new street and trail connections, placemaking, and wayfinding.]
- Page 84      Modify the second sentence of the first bullet under *MDOT SHA Land and the Northwood Chesapeake Bay Trail* as follows:
- This Plan recommends that this property and the adjoining MDOT SHA property that contains the trail and extends beyond the Plan area (Parcel Tax ID 980626) be conveyed by MDOT SHA to M-NCPPC [as soon as possible] to consolidate management and maintenance of the trail by Montgomery Parks and ensure permanent protection of the property and trail route as parkland.
- Page 85      Modify the second bullet under *North Four Corners Local Park* as follows:
- Consistent with recommendations for redevelopment of properties adjacent to parks elsewhere in the county and Section 59-6.3.6.C of the Zoning Ordinance, require a financial contribution from this property owner for park improvements in or near the plan area instead of requiring open space on-site at the time of redevelopment. [If the project provides 25% or more MPDUs that receive either an exemption or discount from development impact taxes, the contribution may be reduced proportionally.]
- Page 85      Modify the last bullet under *North Four Corners Local Park* as follows:
- Engage residents and community stakeholders to identify an appropriate [long-term lease] uses for the currently vacant park activity building, one that complements the park and addresses community needs and interests.

- Page 89      Modify the fourth sub-bullet under *Develop University Boulevard as a Cool Corridor* as follows:
- Underground utilities along the corridor, where [feasible]practicable.
- Page 101      Modify the first bullet under *Street Network Recommendations*, as follows:
- Implement a connected transportation network [of streets] along University Boulevard with redevelopment. [Development should prioritize traffic calming as part of redevelopment to consider the context of neighborhood streets.]
- Page 101      Modify the second and third sub-bullets associated with the first bullet under *Street Network Recommendations*, as follows:
- Connect streets to University Boulevard to manage vehicular access and improve local multimodal circulation. Priority locations include the existing site entrance of the Northwood Presbyterian Church property aligned with the [Tenbrook Drive /] Access Road to University Towers, the Warwick Apartments, and Arcola Towers; and Orange Drive[; and Greenock Road / Royalton Road.]
  - Implement paved trail connections [Connect parallel streets] along the south/west side of University Boulevard to provide a more direct travel route for people walking and biking and to provide site access and local circulation for properties along University Boulevard in the event of their redevelopment. Priority locations include: Breewood Road / Whitehall Street; Whitehall Street / Gilmore Drive; Gilmore Drive between Dennis Avenue and Dallas Avenue; [and] Gilmore Drive between Dallas Avenue and Brunett Avenue; and Greenock Road between Gilmore Drive and University Boulevard.
- Page 101      Delete the fourth sub-bullet associated with the first bullet under *Street Network Recommendations*, as follows:
- [Potential traffic calming as part of redevelopment could include:
    - Installing new sidewalks or sidepaths and street buffers consistent with Complete Streets Design Guide Neighborhood Yield Street, Neighborhood Street, Neighborhood Connector, or Area Connector guidance, as appropriate.
    - Striping on-street parking to visually narrow the vehicle travel lanes and reduce vehicle travel speeds even when on-street parking spaces are not occupied.
    - Alternating the side of the street with on-street parking in locations with enough width for on-street parking on only one side of the street to shift traffic horizontally and reduce vehicle travel speeds.
    - Installing curb extensions at the ends of striped on-street parking bays and in locations without on-street parking to narrow vehicle travel lane widths to the minimum consistent with the Complete Streets Design Guide.
    - Reducing curb radii to the minimum consistent with the Complete Streets Design Guide to reduce the speed of turning vehicles.

- Installing speed humps, speed tables, or other traffic calming measures.]

Page 102 Modify the third sub-bullet associated with the second bullet under *Street Network Recommendations*, as follows:

- Reconfigure [remove] channelized right-turn lanes as conventional right-turn lanes with stop bars [from] at all intersections unless the Director of Transportation or the Director's designee determines that such reconfiguration would significantly impair public safety. The Plan does not recommend preventing right turns from Arcola Avenue to University Boulevard and does not recommend eliminating the right turn lane. The reconfigured intersection should maintain three approach lanes on Arcola Avenue. The exact lane assignment, or evaluation of any potential right turn on red restriction will be determined by implementing agencies with the completion of intersection improvements.

Page 102 Modify the last bullet as follows:

- Consider decorative crosswalks [at the intersections of Arcola Avenue and Lamberton Drive,] in the Four Corners area[,] and at institutional properties.

Page 104 Modify the fourth sub-bullet under *Interim Recommendations* as follows:

- iv. Install [Consider] a coordinated, HAWK-type signal at existing pedestrian ramp crossings to provide a protected pedestrian crossing phase.

Page 104 Modify the first sub-bullet under *Long-Term Recommendations* as follows:

- i. Reconstruct interchange ramps to conventional 90-degree intersections instead of merge lanes, consistent with MDOT SHA Bicycle and Pedestrian Design Guidelines. Install grade-separated pedestrian and bicycle crossings of any I-495 ramps on the west side of Colesville Road that are not reconfigured as conventional, 90-degree intersections with stop bars instead of merge lanes.

Page 106 Modify the first paragraph under Four Corners Near Term Recommendations as follows:

The [near-term] recommendations for Four Corners focus on improving multimodal safety, particularly for the most vulnerable travelers who are walking, biking, and rolling both to pass through the area and to access destinations within Four Corners. To support near-term implementation, the recommendations maintain the existing one-way couplet configuration of University Boulevard and the existing dedicated public right-of-way. [minimize the need for additional dedicated public right-of-way, as shown in Figure 74.<sup>5</sup>]

Page 107 Modify the first bullet and associated sub-bullets as follows:

- [Reallocate existing right-of-way, minimize the acquisition of additional right-of-way,] Repurpose one vehicle travel lane per direction, narrow vehicle travel lanes, and relocate curbs along University Boulevard between Lorain Avenue



and Lexington Drive to narrow the roadway and provide safer and more comfortable facilities for people walking, biking, and rolling [and facilities to improve transit performance]. These include:

- [an 8-foot sidewalk and 6-foot street buffer along each side of westbound University Boulevard]
- a [10]16-foot Breezeway sidepath and [6]8-foot street buffer along the south side of eastbound University Boulevard [west of Colesville Road];
- an [8]11-foot sidewalk and [6]8-foot street buffer along the north side of eastbound University Boulevard;
- [a 10-foot sidepath and 8-foot street buffer along the south side of eastbound University Boulevard east of Colesville Road]
- 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; and
- 11-foot [dedicated bus] outside through-vehicle travel lanes, 10-foot inside through-vehicle travel lanes, and 10-foot vehicle turn lanes.

Page 110 Delete the first and second paragraphs as follows:

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

Cross sections depicting an interim condition that does not require additional right-of-way are depicted in Figure 79, 11 Figure 80, 12 and Figure 81. 13 Eastbound University Boulevard East has an existing 10-foot sidepath and 10-foot planting strip on the south side, which should remain unless any redevelopment of Montgomery Blair High School relocates the existing 10-foot sidepath to narrow the existing planting strip to 8 feet wide. With the reallocation of lane widths, additional right-of-way should not be required to implement the 8-foot planting strip and 8-foot sidewalk on the north side of eastbound University Boulevard East.]

Page 112 Delete the first paragraph as follows:

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

Page 112 Add a fourth bullet as follows:

- Evaluate options to improve transit performance through Four Corners. These options may include transit signal priority or relocating bus stops.

Page 112 Delete entire section titled “FOUR CORNERS LONG-TERM VISION”.

Page 116 Modify the columns of *Table 1: University Boulevard Corridor Plan – Street Classification, Target Speed, Right of Way, Transit Lane, and Bike Facility Recommendations* for the Town Center Boulevard street type, as follows:

Roadway	Proposed Right of Way (Feet; Minimum)	Existing Traffic Lanes	Planned Traffic Lanes	Planned Dedicated Transit Lanes	Bike Facility (Left Side)	Bike Facility (Right Side)	Bikeway Prioritization (Tier 1 = Highest)
<b>Town Center Boulevard</b>							
University Blvd (MD 193; eastbound) <sup>1</sup>	[81]74	3	2	[1]0	None	Breezeway Sidepath	Tier 1
University Blvd (MD 193; eastbound) <sup>2</sup>	[75]74	3	[3]2	[1]0	None	Breezeway Sidepath	Tier 1
University Blvd (MD 193; westbound) <sup>3</sup>	[69]64	3	2	[1]0	None	None	—

Page 120 Modify the first bullet under *Transit Recommendations*, as follows:

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

Page 123 Delete the first bullet under *Bicycle and Pedestrian Priority Areas Recommendations*, as follows:

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

Page 128 Delete the sixth sub-bullet associated with the first bullet under *Bikeshare*, as follows:

- f. [Kemp Mill Shopping Center]

- Page 130 Modify the paragraph under *Public Safety* as follows:  
 The Plan supports providing additional public safety resources[, if needed,] at publicly owned properties in the plan area. While outside the Plan area but serving community members in the Plan area, this Plan also supports the colocation of Police District 4 and the Maryland-National Capital Park Police in a new public safety facility on Layhill Road, as both the 4th District and the Park Police provide service to the Plan area.
- Page 136 Delete the first bullet under “This Plan recommends the following actions:” as follows:  
 ○ [Complete a county-wide Historic Resource Context for architectural and cultural resources associated with Jewish residents of Montgomery County, Maryland.]
- Page 136 Add the following section on the Woodmoor Shopping Center following the section Nichiren Shoshu Myosenji Temple as follows:  
Woodmoor Shopping Center  
The Woodmoor Shopping Center at Four Corners is an essential commercial hub for the community. In 1937, Moss Realty hired architect Harvey Warwick who designed the initial plans for a \$250,000 Colonial Revival-styled center, but the owners never fully built the center due to the onset of World War II. The grocery store and pharmacy opened in fall 1938 followed by a gas station at the intersection in early 1939. After World War II, the Woodmoor Shopping Center, Inc., hired Schreier, Patterson & Worland to revisit the plans. The architects designed a Moderne-inspired center that retained and incorporated the initial grocery and pharmacy building into the larger complex. The new Woodmoor Shopping Center formally opened on November 6, 1948, and featured retail stores on the first story, professional offices on the second story, and a 150-car parking lot. The owners constructed various additions over the past 75 years, but its architectural form and design remains intact.  
This Plan Recommends:
  - Conduct outreach with the property owners and discuss preservation tax incentives for resources listed at the local, state, and federal levels.
  - Evaluate the Woodmoor Shopping Center for listing in the Master Plan for Historic Preservation due to its potential architectural significance as a Moderne-influenced shopping center and historical significance related to mid-twentieth century development patterns at Four Corners.
- Page 143 Add the following text after the second paragraph under the section *Tracking Progress* as follows:  
To meaningfully advance racial equity and social justice, Montgomery Planning will adopt a four-step approach to tracking and communications:
  1. Establish Benchmarks and Milestones: Following Plan approval and adoption, collect and publish comprehensive baseline data, including demographic information and current disparities.

2. Monitor Progress: Track these indicators, analyzing and reporting as part of regular master plan monitoring efforts every 5 years.
3. Select Key Metrics: Monitor metrics including, but not limited to, BIPOC representation, homeownership rates and generational wealth, poverty levels, displacement, affordable and market rate housing production, tax delinquency, and transportation methods.
4. Reporting: Publish a user-friendly public report to share progress and highlight gaps.

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

Page 144-145 Modify the third paragraph under *Zoning* as follows:

This Plan recommends the CRN Zone for detached residential properties [within blocks fronting] that about University Boulevard. The CRN zone would permit alternative residential building types, such as duplexes and other diverse housing types. To maintain existing neighborhood scale, building setbacks for new residential development on a site less than 15,000 square feet shall be consistent with the duplex building type setbacks. On sites 15,000 square feet or larger, building setbacks shall follow the development standard for the applicable building type as outlined by the CRN zone and the University Boulevard Overlay zone. Existing detached residential properties in the R-60 and R-90 zones, which [are farther away from] do not about University Boulevard are retained in the Plan recommendations.

Page 145 Modify the second paragraph as follows:

An overlay zone is recommended for the properties recommended for rezoning by this Plan. Key objectives of the zone are to promote a diverse range of housing options in a compact, transit-oriented form of growth that supports BRT on University Boulevard and Colesville Road, creates complete communities, promotes viability of existing businesses, and improves safety for all travelers, with a priority for the most vulnerable people. The proposed overlay zone will consider elements including, but not limited to building placement, site coverage, provision of public open space, and uses to support plan objectives and provide a transition from the corridor to the neighborhoods.

Page 146 Modify the second paragraph under *Public Benefits* as follows:

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

Pages 148-150 Modify the applicable rows of *Table 2: Proposed Capital Improvements Program* as follows:

Project Name	Description
Priority Neighborhood Street Connections	Realign existing streets across University Boulevard; connect streets to University Boulevard; [connect parallel streets] <u>implement paved trail connections.</u>
Remove Channelized Right-Turn Lanes	<u>Reconfigure</u> [remove] channelized right-turn lanes <u>as conventional right-turn lanes with stop bars</u> [from] <u>at</u> all intersections.
Four Corners Near-Term Reconfiguration	[Reallocate existing right-of-way, minimize the acquisition of additional right-of-way,] <u>Repurpose one vehicle travel lane per direction, narrow vehicle travel lanes,</u> and relocate curbs along University Boulevard between Lorain Avenue and Lexington Drive to narrow the roadway and provide safer and more comfortable facilities for people walking, biking, and rolling [and facilities to improve transit performance]. Implement protected crossings. Minimize crossing distances. Reduce curb radii and relocate curbs along University Boulevard between Lorain Avenue and Lexington Drive to narrow the roadway and provide safer and more comfortable facilities for people walking, biking, and rolling and facilities to improve transit performance. Implement protected crossings. Minimize crossing distances. Reduce curb radii.
Four Corners Connected Multimodal Street Network Study	[Study a more connected network of Town Center Streets to provide increased local connectivity for people walking, biking, rolling, taking transit, and driving. Consider options for improving transit performance through Four Corners from Lorain Avenue to Lexington Drive as part of a comprehensive redesign of the intersection of University Boulevard and Colesville Road. Pedestrian and bicycle safety improvements, including a human scale and reduced pedestrian crossing distances, a Breezeway that connects to bicycle and pedestrian facilities along University Boulevard, and ample street buffers should remain part of the long-term vision. The future study should also explore introducing a more regular street pattern than today's one-way couplet.]
University Boulevard: Downtown Wheaton to Four Corners Town Center BiPPA	[Fund the "University Boulevard: Downtown Wheaton to Four Corners Town Center" BiPPA in the County's Capital Improvements Program.]

### **General**

All illustrations and tables included in the Plan will be revised to reflect the District Council changes to the Planning Board Draft of the *University Boulevard Corridor Plan*, dated Summer

2025. The text and graphics will be revised as necessary to achieve and improve clarity and consistency, to update factual information, and to convey the actions of the District Council. Graphics and tables will be revised and re-numbered, where necessary, to be consistent with the text and titles.

This is a correct copy of Council action.

A handwritten signature in black ink, appearing to read 'Sara', with a stylized flourish extending to the right.

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Sara R. Tenenbaum  
Clerk of the Council