



Northwood Four Corners Civic Association

September 8, 2025

The Honorable Council Chair Stewart and Members of the Montgomery County Council:

Thank you for the opportunity to express the views of the Northwood-Four Corners Civic Association (NFCCA) regarding the Planning Board Draft Summer 2025 version of the University Boulevard Corridor Plan (UBCP).

Although the community's views on the UBCP recommendations are not unanimous, there is clearly strong concern among many residents that the Commercial Residential Neighborhood (CRN) and Commercial Residential Town (CRT) upzoning recommendations affect far too many properties in the neighborhood and the transportation recommendations reducing vehicle travel lanes will exacerbate congestion and increase cut-through traffic in our neighborhood.

The UBCP defers decisions on a more workable solution to solve traffic flow issues in the Four Corners intersection of University Boulevard and Colesville Road to some future time. It seems more logical to fully develop and adopt a more workable traffic solution before so significantly increasing housing density. Otherwise, the community is being asked to accept greater housing density without a consensus on or even a clearer picture of what is being planned for how traffic flow can be improved on these critical transportation corridors.

The UBCP recommendations will have an out-sized impact on the NFCCA neighborhood. Over 3500 residential households live in the Plan area; over 40 percent of the households affected by the UBCP are in the NFCCA community.

To gather more granular detail regarding our positions on in the UBCP recommendations, this past spring NFCCA developed and circulated an in-depth survey for neighborhood residents to fill out in order to drill down on various aspects of the UBCP proposal; the survey is included with this statement.

Although important patterns of majority opinion emerge from the 78 survey responses that NFCCA received, the responses also highlight the diversity of experiences and opinions pertaining to what makes a neighborhood great and how the UBCP could potentially influence that. For example, in response to what residents like about the community *today*, 52 percent of the respondents cited "convenient access to retail,

dining, parks, houses of worship” and 47 percent liked “lower home prices compared to the rest of the county.”

Responses to the question of conditions the community dislikes were “Traffic congestion on University Boulevard” (58 percent), “cut-through traffic and speeding (64 percent), and “not enough shopping and dining” at 40 percent, with “On-street parking is limited” coming in at 29 percent.

Other responses indicated a desire for more tree canopy and less concrete. There is strong support for amenities that could transform University Boulevard into a “Cool Corridor” with added tree canopy, shaded transit stops, landscaped buffers, and appropriate stormwater management (particularly in the last instance given the proximity of this neighborhood to the Northwest Branch).

The recreation center in North Four Corners Local Park is no longer in use. Rehabilitation of this community asset would provide an important social gathering spot for use by the entire community. The UBCP merely proposes to work with residents to identify a long-term lease that will complement the park and address community needs and interests. Even construction of a small band shell or public access to an electrical outlet would allow the community to host movie nights or bands to foster important social connections communitywide.

The survey’s responses certainly show the range of needs the UBCP could address. We also know that competing interests are difficult to balance.

The rest of this statement addresses neighborhood opinions regarding increased housing and commercial density and typologies, first, and then addresses transportation-related issues.

Housing-related Issues

Some NFCCA residents are open to greater housing density on a less intensive scale than the UBCP recommends, such as redevelopment as duplex or triplex townhomes. Duplexes were supported by 42 percent of the survey respondents, while support for triplexes or stacked flats ranged from 19 to 22 percent, respectively. This contrasts with the views of respondents who oppose any higher density at all (33 percent.)

There are very strong concerns about changing zoning from R-60 to CRN in the broadly drawn areas applicable to the NFCCA community. The UBCP contemplates CRN upzoning for 210 single-family properties in the NFCCA community, of which only 48 properties directly front onto University Boulevard (an additional 15 CRN-designated homes have frontage on Colesville Road.)

One of the rationales in the UBCP for designating so many homes as CRN is the Dennis Avenue area is near a future Bus Rapid Transit (BRT) station. Yet, a decision to move forward on the University Boulevard BRT route lies far in the future.



Another reason planners gave us for drawing the UBCP boundaries so deeply into the Dennis Avenue District is that the affected areas capture entire “blocks.” As you can see in the illustration at left, short street/courts are interspersed along Belton, Kerwin, Dennis, and Royaltown, which makes the “block” much larger, penetrating to the middle of the NFCCA neighborhood. These pleasant courts, set back from the main streets and well away from University Boulevard, are swept into the CRN upzoning recommendation.

Some of these homes lie up to 1200 feet away from University Boulevard. Indeed, the houses on Dennis Avenue and Royaltown Road are numbered as two blocks—a 500 block (first block from University Boulevard) and a separate 400 block (closer to Edgewood).

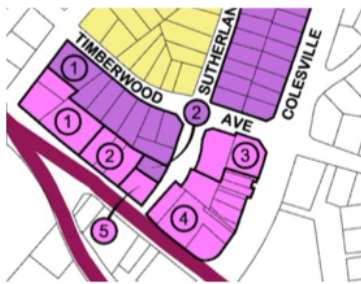
In the Four Corners District, the second block away from University Boulevard (bounded by Timberwood, Lorain, and Sutherland Avenues) is recommended as a CRN zone by the UBCP. Although the 15 homes with frontage on Colesville Road are covered by the Housing Now ZTA 25-02, and thus can now be redeveloped as multi-unit homes, the 14 additional homes on the western side of that block do not front either the University Boulevard or Colesville Road corridors. The decision to draw the UBCP boundary to include this area on the second block away from University Boulevard should be beyond the scope of this Corridor Plan.

The UBCP recommendations at the northwest quadrant of the Four Corners District will dramatically impact our community. NFCCA residents’ support for higher-density mixed-use and multifamily redevelopment is limited to 19 percent for multifamily and 13 percent for taller, mixed-use redevelopment.

In its last working session the Planning Board increased its recommendation for CRT height limits for CRT-zoned multi-use commercial/residential buildings from the recommended 60- to 70-foot in the Working Draft to 75 to 100 feet high in the plan before this Council.

The current height recommendation for structures abutting single-family homes in the NFCCA community is illustrated below.

Four Corners District BRT Station



- 1 Dunkin Donuts and Vacant Offices (Lorain)
 - Maximum Building FAR is 3.0 x lot size
 - Commercial FAR is 2 and Residential FAR is 1.5
- 2 Vet and Various retail/office on Univ Blvd
 - Maximum Building Far is 1.5 x lot size
 - Commercial FAR is 1.5 and Residential FAR is 1.5
- 4 Four Corners Pub/Red Maple/Pizza Hut/shops (Sutherland and Colesville)
 - Maximum Building FAR is 2.5 x lot size
 - Commercial FAR is 1.5 and Residential FAR is 2.0
- 3 Utility building/Shell gas station (Timberwood)
 - Maximum Building FAR is 2.0 x lot size
 - Commercial FAR is 1.5 and Residential FAR is 1.5
- 5 Citgo gas station (Univ. Blvd & Sutherland)
 - Maximum Building Far is 2.25 x lot size
 - Commercial FAR is 1.5 and Residential FAR is 2.0



Height 100'



Height 75'

The last-minute increase in the CRT height recommendation at Four Corners is difficult to reconcile with the assurance in the UBCP's Urban Design Recommendations to "Concentrate maximum development intensity along University Boulevard and ensure that building heights transition to residential properties along Timberwood Avenue".

Buildings that rise to 100 feet will dwarf adjacent two-story homes on Timberwood Avenue. Similar significant height increases apply to the other communities in the Four Corners District, which will affect residents of Woodmoor and South Four Corners.

At one point Planning Agency staff discussed the possibility of applying an overlay zone requirement to angle down the roof line for taller structures adjacent to affected homes from the applicable CRT height to the 50 foot height limit for CRN-zoned homes. This concession to transition to neighboring homes appears to have been dropped from the proposed ZTA for the Overlay Zone.

The 50-foot height limit recommended by the UBCP in the CRN zones and even higher in the CRT zones is concerning; NFCCA residents are open to height limits that more closely match the current R-60 limits of 35 to 40 feet that presently apply throughout the neighborhood. Homes in the Arcola Avenue, Dennis Avenue, and Four Corners Districts are quite modest in scale. Most are single-story or split-level homes less than 20 feet tall. These residences will be dwarfed by the 50-foot height permissible in the CRN zones and even more out of scale with eight to ten story buildings in Four Corners. Residents are concerned that taller structures adjacent to their properties will limit their enjoyment of outdoor space and decrease their property value.

A 40-foot CRN height limit could transition better to the existing housing in the neighborhood. Ultimately, it would be fairer and less confusing for the UBCP's CRN height limitations to mirror the height limit adopted in ZTA 25-02.

There is strong support for maintaining current setback requirements, with 43 of our 78 survey respondents indicating that they disagree with eliminating or reducing the existing R-60 setback requirements. Lot sizes are small in this neighborhood, particularly for homes close to University Boulevard. The smaller size lots prevalent in the neighborhood also mean there could be limited space for the off-corridor driveways proposed for alleyways or driveways off of the corridor behind the current or redeveloped homes.

The UBCP recommendations recognize the important role that religious institutions along the University Boulevard Corridor can play by increasing the supply of affordable housing. Targeted zoning easing the regulatory process for these properties could reduce redevelopment cost.

The NFCCA community is a diverse neighborhood with many homes that could be characterized as naturally occurring affordable single-family housing. Currently, Zillow valuation estimates for most properties in the Dennis Avenue District range from mid-\$400,000 to mid-\$500,000 (except for a small number of larger infill and substantially renovated units). Although multi-unit property redevelopment would certainly add to the overall number of housing units in the county, perhaps putting downward pressure on home prices, it is also likely the new homes may be as or more expensive than the housing stock being replaced. Today under the current zoning rubric, however, we do acknowledge that redevelopment is limited to market-driven redevelopment of McMansions, home additions, or accessory dwellings.

After denser redevelopment occurs, NFCCA is concerned that County agencies and public utilities could be forced to play catch up to fund and construct adequate infrastructure, such as schools, upgraded roads, utilities, etc. Due to over-crowding our local elementary school boundaries were redrawn several years ago, and younger students in half our community now attend school in neighboring communities instead of the elementary school that formerly served our entire community. One-hundred-year-old gas, water and sewer lines are already needing replacement; greater density could place more strain on these facilities. The County's Growth and Infrastructure planning process is slow moving. This process may not capably respond in a timely manner to public needs as future ad hoc housing redevelopment occurs.

Additionally, adding such a significant amount of density at the complex Four Corners intersection will further complicate navigation for pedestrians, multimodal users, and vehicles alike.

It should come as no surprise that the potential elimination or reduction in parking requirements applicable to redeveloped properties is particularly unpopular. ZTA 23-10 exempts redeveloped properties from baseline parking minimums if the property is located within ¼ mile of a Bus Rapid Transit station; this already applies to potential redevelopment near the Colesville Road BRT stop.

Although on-street parking is permissible on nearby streets (Timberland, Sutherland, Lorain), parked cars on these narrow streets *already* reduce passage to a single lane,

forcing drivers to find a curb lane space to move into in order to avoid oncoming traffic. Adding greater housing density, without requiring parking, will place further demands on scarce parking availability.

Even though BRT on University Boulevard is unlikely to become a reality for many years (when that route is finally funded for construction) denser redevelopment can begin with adoption of the CRN recommendations in the Dennis Avenue and Arcola Avenue Districts potentially putting added pressure on parking availability even though BRT will not be running yet.

NFCCA residents believe redeveloped multi-unit properties should be required to include parking spaces because there is insufficient on-street parking available in the areas recommended as CRN and CRT zones. At the expense of congested, unnavigable streets, the minimal savings of approximately \$5000 per parking space¹ will do little to increase housing affordability.

Traffic and Transportation Issues

Next, NFCCA would like to address transportation-related concerns raised by the UBCP recommendations, particularly those that affect the complex University Boulevard and Colesville Road intersection at Four Corners. The UBCP acknowledges that “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.”

NFCCA is very concerned that despite recommending a significant increase in housing density, the current version of the UBCP only offers ideas and “potential elements of the long-term vision” for creating a “more connected network of Town Center Streets as a long-term vision...” The vision of a tree-lined boulevard filled with pedestrians and bicyclists enjoying a pleasant trip to local stores and restaurants is alluring. But we have to face the potential for significant additional traffic congestion if certain recommendations are ultimately put in place.

The UBCP recommendations call for relocation of the current BRT stops on U.S. 29 Colesville Road to the middle of the Four Corners intersection. This station is proposed to take away up to two travel lanes in the area just shy of the ramp where 30 percent of southbound traffic volume on Colesville Road turns onto the Beltway.

Furthermore, at least one traffic lane is recommended for elimination in each direction on University Boulevard, and there is a lack of clarity in the presentations on how turning lanes on to Colesville Road will be affected.

¹ [Attainable Housing Strategies Report](#), 2024, at page 42 observed that, “A recent American Planning Association article noted that various studies indicate that surface parking lot spaces cost upwards of \$5,000 each, while above-ground parking garages average around \$25,000 per space and below-ground garages average around \$35,000 per space.”

These are significant decisions; the community deserves more input and clarity on these critical recommendations. We call on agency staff to engage with affected communities in much more detail about the underlying assumptions and ultimate redesign with regard to these major public transportation and vehicle travel lanes.

Another NFCCA concern is how the UBCP and planning underway for upgrading BRT 2.0 on U.S. 29 as a curbed-lane median dedicated BRT busway, as well as potentially adding a dedicated bus lane on University Boulevard will reduce access points to our neighborhood. The UBCP notes that *“Existing neighborhoods adjacent to Four Corners to the southwest, northwest, and northeast have limited access to and from University Boulevard and Colesville Road. Unsignalized neighborhood access locations require challenging and potentially dangerous maneuvers like left turns across multiple lanes of oncoming traffic and crossings where people may be walking, biking, and rolling. Alternatively, driving to avoid these locations requires additional out-of-direction travel that contributes to traffic congestion on University Boulevard and increases the volume of vehicles on neighborhood streets.* Long-term vision elements should seek to maintain or improve neighborhood access, while consistent with other Plan recommendations, closing or signalizing median breaks to improve multi-modal safety.” *(Emphasis added)*

The NFCCA community is bounded by University Boulevard and Colesville Road on two sides, but otherwise “landlocked” by Northwood High School and Northwest Branch. The proposed BRT 2.0 for a curbed-lane median dedicated BRT busway on U.S. 29 will eliminate one of only two of the neighborhood’s eastern access points from Colesville Road while traveling north. Closing median breaks on University Boulevard, particularly if that BRT route is in a curbed bus lane, will further dramatically reduce the options NFCCA residents have to reach their homes while funneling increased cut-through traffic onto just a few streets. A curb-running dedicated lane for BRT and other busses is a better approach that will preserve adequate access to the neighborhood.

The NFCCA neighborhood *already* bears the burden of cut-through traffic when frustrated drivers look for ways to avoid traffic congestion at Four Corners. Although there have been repeated requests at various public meetings, we are unaware of any traffic study to evaluate the impact of these transportation-related recommendations on the potential increase in vehicle volume traveling our neighborhood streets.

NFCCA would also like to see more study of the recommendation to “Reconstruct interchange ramps to conventional 90-degree intersections instead of merge lanes, consistent with MDOT SHA Bicycle and Pedestrian Design Guidelines.” How will that change affect traffic flow onto the Beltway and will it make traffic back-up more significantly at that point than it does today?

With the potential addition of as many as 4000 new residential units along the University Boulevard Corridor, it seems unwise for the UBCP to implement a significant reduction in traffic lane capacity. Commercial properties in the median at Four Corners contribute to the complexity of this intersection. The jug-handles to navigate east and west from U.S. 29 Colesville Road add to the confusion. The UBCP suggests that “The assembly of one or more properties in this area would permit the potential reconfiguration of properties to implement new circulation patterns and pedestrian connections. Density transfers among properties in this area are recommended to further the Plan’s mobility

and circulation recommendations.” This recommendation has the potential to undo the poor zoning and traffic planning decisions that created the so-called couplet and contributed to the complexity of this intersection.

In the face of the current transportation scenario, NFCCA believes consideration should be given to pausing upzoning changes until adoption of a viable transportation plan on University Boulevard that can address local traffic congestion and deal with vehicle circulation challenges through the Four Corners intersection.

The University Boulevard area between Georgia Avenue and Colesville Road is included in the top 5 roadways in the High Injury Network. Between 2015 and late 2024, there were 49 severe injuries and 4 fatalities in the Corridor area of University Boulevard. It is true that bicyclists and other multimodal users cannot safely ride on University Boulevard.

Along the University Boulevard Corridor, improvements are recommended in the UBCP that can enhance safety. A dedicated sidepath running the length of both sides of the corridor could give these riders a safe and efficient travel lane. In the meantime, wider sidewalks would be a big step toward improving pedestrian and bicyclist mobility and safety. NFCCA supports shortening intervals for protected crossings to minimize the distance pedestrians must walk to safely get to the other side of University Boulevard. Further, incorporating safety measures such as additional traffic lights at certain intersections, warning signal lights, restricted turns, and leading pedestrian intervals are important steps to improve safety.

Although NFCCA residents support wider sidewalks and sidepaths to make walking, biking, rolling safer, there is strong concern that these improvements will affect many of the homeowners whose property directly fronts onto University Boulevard, particularly where there is already very limited space between their homes and the road. As redevelopment of properties along University Boulevard occurs, however, there will be future opportunities for the county to use its existing right-of-way or negotiate for concessions in order to widen the sidewalk and add a broader space for shared walk/bike paths.

Nonetheless, residents are worried that eminent domain will be necessary in places to construct a wider sidepath along University Boulevard. The existing right-of-way varies along the corridor, but it is generally narrower than 124 feet. Also, a number of small businesses located along University Boulevard have small parking areas for their clients. Changes in the size of abutting sidewalks and right-of-way could imperil the livelihoods of these families whose home businesses front onto University Boulevard.

Conclusion

NFCCA is concerned that the UBCP prioritizes high-density development without making the necessary critical recommendations to address infrastructure limitations, traffic congestion, and parking shortages. Yet there is no assurance that the redeveloped multi-unit housing stock will be more affordable than the single-family homes they replace.

The UBCP notes that the Metropolitan Washington Council of Governments set a 2030 goal of 31,000 housing units. The UBCP adds potential capacity for 4,000 residential units, which is nearly 13 percent of the county's overall goal—along a short, 3.5 mile stretch of University Boulevard.

The CRN and CRT zoning recommendations in the UBCP focus on areas of the community where many of the charming, solidly built homes along Timberwood and Sutherland Avenues are nearing the historic 100-year mark, while other smaller, starter homes in the so-called Dennis Avenue and Arcola Districts are some of the most affordable single family housing stock in the county.

There has to be additional analysis of the UBCP recommendations and their impact on traffic congestion, cut-through traffic, the neighborhood's vehicle access, loss of available parking on neighborhood streets (many of which do not have driveways and/or lack adequate off-street parking), or loss of single-family housing stock priced significantly below other areas of the county.

A home is many families' greatest investment and source of potential wealth growth. If a resident decides against selling to a redeveloper, there is nothing to protect them from construction of a large building over-shadowing their single-family home when a nearby property is redeveloped. This could impact their quality of life and the value of their home may suffer as well.

NFCCA is concerned that recommendations to subtract traffic lanes, restrict left or right turns (forcing more drivers into the unwieldy jug handles), and add a mid-intersection BRT station will extend vehicle idling and travel time on both University Boulevard and Colesville Road, adding to poor air quality in our area. These changes will likely increase the frustration that pedestrians, multimodal users, and drivers alike currently experience in navigating the convoluted Four Corners intersection. The end result could be less not more safety: impatient drivers are more likely to cut through neighborhood streets, run red lights, turn before giving pedestrians the right of way, and engage in other impatient driving behaviors. A more workable, long-term solution needs to be in place. Indeed, incremental changes to lanes and sidewalks in the "interim" plan may only add to the frustration and complexity at this intersection.

Thank you for reviewing these comments and concerns. The NFCCA requests that this statement be included in the hearing record.

Respectfully,
Sharon Canavan
President,
Northwood Four Corners Civic Association

cc: Zubin Adrianvala
Carrie Sanders
Jessica McVary

SURVEY RESULTS ON UNIVERSITY BOULEVARD CORRIDOR PLAN

What is your housing arrangement?

Own	Rent	Live with family or friends
75		3

What do you like most about our neighborhood as it is right now? Please select up to five.

37	Lower home prices compared to the rest of the county
36	Convenient access to work and school
41	Convenient access to retail businesses, dining, parks, libraries, houses of worship, etc
33	Available parking in residential areas
6	Available parking in commercial areas
21	Good public transit availability
0	Multi-mobility options such as on-demand neighborhood minibusses being piloted now in the NFCCA area, rental scooters, bikes
23	Walkability and pedestrian improvements already made on University Boulevard to sidewalks and crossings)
53	Tree canopy
64	Nearby access to well-maintained parks or nature (trails, woods, wildlife)
17	Social gathering places in the community
65	Friendly interactions in the neighborhood and sense of community

What do you dislike about our neighborhood as it is right now? Please select up to five.

15	Housing is unaffordable to newcomers
8	Not convenient to transportation choices, work, shopping, etc.
31	Not enough shopping and dining choices right in the neighborhood (walking distance)
4	No choice of housing options (single family, townhouse, multifamily)
15	People can't age in place (housing not suited to aging/disabilities; transportation limitations)
12	Public transit stops are too far from home
45	Traffic congestion (on University Boulevard or other major routes)
50	Cut-through traffic and speeding in neighborhood
22	On-street parking is limited
19	Schools are over-crowded
14	Too much concrete
14	No facility for social gathering in Four Corners Local Park

Your Values: What are the top three values you would like to see our neighborhood respond to? Select three only, even though you might agree with all.

32	Environmental care and resilience: being water-smart, green, non-polluting
55	Safety and connection: a safe neighborhood for all
34	Livability: choices for housing, shopping, dining, services, & green space
11	Ease of Mobility: Connected to the road system with choices to bike, walk, roll or drive
48	Retain character: Maintain the feeling of our neighborhood as it is designed now
21	Affordability: People of all incomes and stages of life can find a home here
26	Walkability: Make walkability and "rollability" (wheelchairs) the hub of our vision and design

This section is about your knowledge of and preferences for the [University Boulevard Corridor Plan \(UBCP\)](#), proposed by the Montgomery County Planning Board. Most questions use a scale of 1 to 5, with 1 being complete disagreement or 'no' and 5 become complete agreement or 'yes'. In this scale, 3 means neutral or don't know.

This is a sometimes technical section, but please answer as many questions as you are comfortable with, and make sure to submit your survey even if you don't answer everything.

How much would you say you know about the UBCP? "1" is the least and "5" is the most.

Know nothing about UBCP	Know a little bit about UBCP	Familiar with UBCP	Familiar with most of UBCP	Familiar in detail with UBCP
0	15	22	28	10

Zoning

This section addresses issues related to zoning. Zoning is how a county determines what uses are allowed on land. There are numerous types of zoning for housing, commercial uses, agriculture, and special uses such as for religious institutions, medical facilities, or government buildings. Zoning also includes the use of a property, and its height and dimensions. In the NFCCA area, the majority of land is **single-family zoning and low-height, low-density buildings**. A focus of the UBCP is zoning changes to allow different kinds of zoning for multiple-family and multi-unit housing as well as commercial and retail uses. Please indicate your opinions on aspects of the plan, to the best of your understanding.

The UBCP proposes changing current single-family zoning to increase multi-family or attached multi-unit housing options near Bus Rapid Transit stops that are anticipated at Arcola, Dennis, and Colesville. Do you agree with this change?

Disagree	Somewhat Disagree	Neutral	Somewhat Agree	Agree
34	10	11	6	14

The UBCP proposes changing current single-family zoning to allow a range of housing types for people with different income levels or at different life stages. Do you agree?

Disagree	Somewhat Disagree	Neutral	Somewhat Agree	Agree
30	10	11	10	14

Please check all the specific types of housing redevelopment that you support for the NFCCA community, as described in the UBCP.

7	Multifamily Rental Apartment (up to 19 units)
8	Condominiums (up to 19 units)
10	Tall (60-70 feet) mixed use residential/commercial nearer to Four Corners intersection
17	Stacked Flats (one-level living in multifamily structure)
33	Duplex Townhome
15	Triplex Townhome
10	Quadplex Townhome
16	All of the above
26	None of the above

How much do you agree or disagree with this statement: "There should be no change to the current zoning. Our community should remain primarily single-family homes."

Disagree	Somewhat Disagree	Neutral	Somewhat Agree	Agree
17	8	9	6	35

How much do you agree or disagree with this statement? "The UBCP's proposed zoning changes to allow denser housing redevelopment should only apply to properties directly fronting University Boulevard. This includes redevelopment of a single property, or when multiple properties are redeveloped together."

Disagree	Somewhat Disagree	Neutral	Somewhat Agree	Agree
19	5	20	13	13

How much do you agree or disagree with this statement? "Changes to the zoning code should reflect the nearby existing housing by appropriately managing the transition in height, mass, and scale."

Disagree	Somewhat Disagree	Neutral	Somewhat Agree	Agree
10	4	7	14	37

Here are options in UBCP's proposal to increase allowable height for redevelopment of multi-unit housing in portions of the neighborhood near to University Boulevard. Please indicate what you would agree with.

31	Retain current height limits (35-40 feet depending on roof style)
10	Strict limit of 40 feet throughout
7	Limit of 50 feet throughout
25	Heights of 60-70 feet for mixed-use properties that include residential/commercial (office or retail) near Four Corners at University Blvd/Colesville Rd and at religious institution properties along University Boulevard

How much do you agree or disagree with the UBCP proposal to encourage redevelopment with mixed use residential/commercial (office or retail) for properties directly fronting onto University Boulevard"

Disagree	Somewhat Disagree	Neutral	Somewhat Agree	Agree
25	8	8	16	17

How much do you agree or disagree with the UBCP proposal to reduce or eliminate setback requirements if property that directly fronts onto University Boulevard is redeveloped. (A setback is a measure of the required distance of a building front from the property line or street)

Disagree	Somewhat Disagree	Neutral	Somewhat Agree	Agree
32	11	13	10	8

How much do you agree or disagree: "Retain setback limits that are currently applicable in our community, whenever properties are redeveloped as multi-unit buildings."

Disagree	Somewhat Disagree	Neutral	Somewhat Agree	Agree
6	8	15	16	27

How much do you agree or disagree: "To keep housing more affordable, UBCP should eliminate any requirement to provide a parking space."

Disagree	Somewhat Disagree	Neutral	Somewhat Agree	Agree
49	11	8	4	2

How much do you agree or disagree: "The UBCP recommendations should include at least one parking space for each unit when property is redeveloped"

Disagree	Somewhat Disagree	Neutral	Somewhat Agree	Agree
6	3	8	14	42

How much do you agree or disagree: "If on-street parking is allowed nearby, the UBCP plan should recommend eliminating the requirement to have parking when property is redeveloped."

Disagree	Somewhat Disagree	Neutral	Somewhat Agree	Agree
46	12	11	2	2

Transportation

The next questions ask your opinion about transportation changes proposed for the NFCCA. You may note some repetition and variation in the questions. Please indicate the degree of your agreement or disagreement, with “1” being strongly disagree and “5” being strongly agree.

The county should delay zoning changes intended to add density to the area until adoption of a transportation plan on University Boulevard to deal with local traffic congestion and address vehicle circulation challenges through the Four Corners intersection.

Disagree	Somewhat Disagree	Neutral	Somewhat Agree	Agree
7	7	5	8	46

Adopt measures to slow traffic speed on University Boulevard, for example, narrowing travel lanes and reducing vehicle speeds on University Boulevard.

Disagree	Somewhat Disagree	Neutral	Somewhat Agree	Agree
17	11	15	15	15

Additional traffic enforcement cameras should be installed to ensure traffic compliance.

Disagree	Somewhat Disagree	Neutral	Somewhat Agree	Agree
17	10	16	12	18

In each direction (east and west) University Boulevard should be "right-sized" by reducing the auto travel lanes to two lanes and restrict a third lane as a dedicated bus lane.

Disagree	Somewhat Disagree	Neutral	Somewhat Agree	Agree
25	7	14	14	14

Intervals for protected crossings should be shortened to minimize distance for safe pedestrian crossing points along University Boulevard.

Disagree	Somewhat Disagree	Neutral	Somewhat Agree	Agree
6	3	15	16	33

At median breaks along University Boulevard, incorporate safety measures, such as traffic lights, warning signals, restricted turns, or reduce the number of median breaks

Disagree	Somewhat Disagree	Neutral	Somewhat Agree	Agree
5	5	17	21	24

Driveways on University Boulevard should be relocated to side streets or alleys, when a property is redeveloped.

Disagree	Somewhat Disagree	Neutral	Somewhat Agree	Agree
22	3	17	15	14

Sidewalks should be widened and a green “buffer” should be added between the sidewalk and auto lanes for pedestrians and bicycles along University Boulevard.

Disagree	Somewhat Disagree	Neutral	Somewhat Agree	Agree
10	5	7	26	26

Sidewalks on University Boulevard should be widened, even if that would reduce the front yards of homes that face University Boulevard (This may require the county to purchase a portion of the lot or make agreements with a redeveloper).

Disagree	Somewhat Disagree	Neutral	Somewhat Agree	Agree
16	8	16	19	14

University Boulevard should be developed as a “Cool Corridor” with tree canopy, shaded transit stops, stormwater management and landscaped buffers.

Disagree	Somewhat Disagree	Neutral	Somewhat Agree	Agree

7	1	14	14	38
----------	----------	-----------	-----------	-----------

More options for micro-mobility, bike or scooter share, should be located throughout the neighborhood.

Disagree	Somewhat Disagree	Neutral	Somewhat Agree	Agree
13	10	24	16	9

An on-demand neighborhood minibus should be offered to increase public transportation use for residents beyond a ¼ mile "walkshed."

Disagree	Somewhat Disagree	Neutral	Somewhat Agree	Agree
17	9	21	15	9

Based on what you have learned and have answered in this survey, do you believe the UBCP fulfills your vision of how the University Boulevard Corridor of the future should look? You'll have a chance to give a more complete answer below.

Yes, generally	No, not at all	I'm not sure
18	38	21

If you could assign a proportion to your feeling about the UBCP, what would you generally say?

I'm mostly positive about the plan	I'm on the fence, 50-50	I am mostly negative about the plan
16	13	37