



THRIVE

MONTGOMERY 2050

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Montgomery Planning

1/14/2021

Worksession 3

Thrive Montgomery 2050 Public Hearing Draft Plan



Today's Presentation

- 1. Residential Development Capacity Analysis**
- 2. Proposed draft of Housing chapter**
- 3. Summary of Transportation Analysis Report
(for worksession #4 on 1-21-21)**
- 4. Outline of the revised transportation chapter
(for worksession #4 on 1-21-21)**

Residential Development Capacity Analysis (RDCA)

- The Residential Development Capacity Analysis (RDCA) is an **estimate of the total potential residential development that may be built in Montgomery County, MD under a certain set of assumptions and constraints.**
- These assumptions include applicable market trends, zoning rules and existing policy decisions. **These assumptions, further, do not include Municipalities that govern their own zoning.**
- The RDCA will serve as a baseline measure that aims to estimate current residential capacity in Montgomery County in dwelling units.

Factors that can affect residential development or feasibility

- 1. Market forces**
- 2. Public policy decisions**
- 3. Development pattern**
- 4. Infrastructure costs**
- 5. Development and Demographic trends**
- 6. Master Plans life span**
- 7. Height limits**
- 8. Parcel level conditions**
- 9. Assemblage**
- 10. Competing priorities**
- 11. Development Incentives**
- 12. Accessory Dwelling Units**
- 13. Size of multi-family buildings**
- 14. Unit Size**

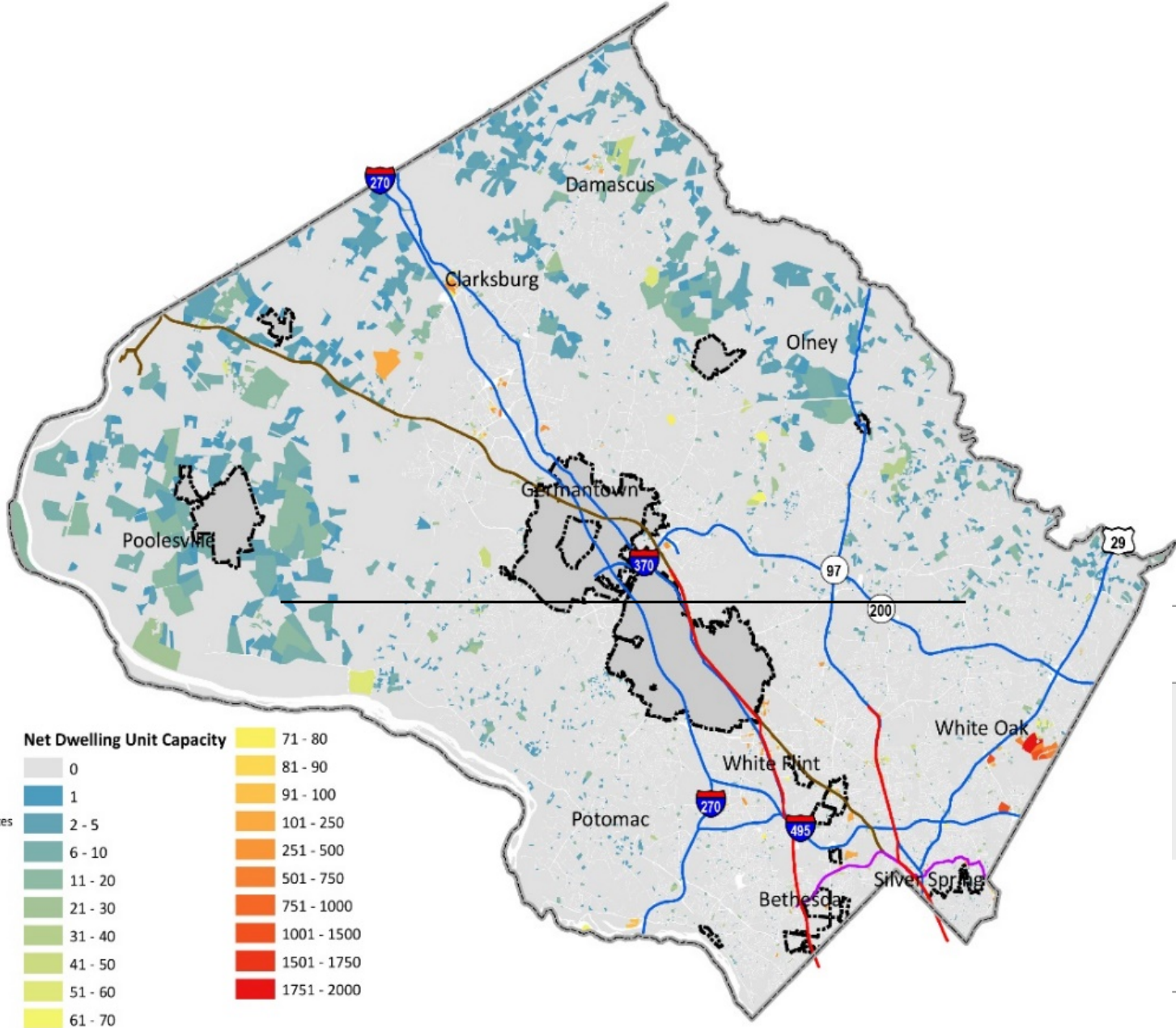
RDCA Methodology

- 1.** Establish the existing dwelling unit count.
- 2.** Add current development pipeline to the existing dwelling unit count to account for parcels currently approved for development.
- 3.** Apply attributes to all parcels to enable identification of environmental or man-made factors that constrain the development potential.
- 4.** Filter remaining parcels for environmental or man-made constraints to determine remaining additional residential development capacity.
- 5.** Determine the residential development potential allowed by the existing zoning for all remaining parcels in the county.

RDCA Methodology

- 1.Environmental Constraints:** Environmental constraints may exist due to government policies that protect land or factors that limit the development potential of a site. These areas include areas protected under existing laws, regulations, and guidelines.
- 2.Man-made Constraints:** Constraints that are man-made, such as transportation and utility infrastructure, may impede the ability for a site to reach its development potential and were removed from the consideration for capacity.
- 3.Assumptions:** To the extent possible, trends and market forces on realized density may impact the final calculation of capacity.

Net Dwelling Unit Capacity



Residential Capacity Analysis Results

**Remaining parcels
with development
or redevelopment
potential**

3,733

**Total additional
existing residential
capacity (in units)**

66,569

RDCA Results

	Parcel Count	Percent of Parcels	Sum of Net Capacity	Percent of Capacity
Activity Centers	1,129	12%	43,112	65%
Priority Funding Areas	2,461	25%	61,449	92%
Downcounty	1,068	11%	20,403	31%
Mid-county	828	9%	31,708	48%
Up-county	1,837	19%	14,458	22%
WMATA Red Line Stations Half-Mile	687	7%	25,179	38%
Purple Line Stations Half-Mile	590	5%	15,179	23%
MARC Stations Quarter- Mile	279	3%	10,469	16%
BRT Route Quarter-Mile	936	10%	34,478	52%

Net Dwelling Unit Capacity >10 Units

Legend

- Red Line (Metro)
- Purple Line
- MARC
- Major Highways and US Routes
- Agricultural Reserve

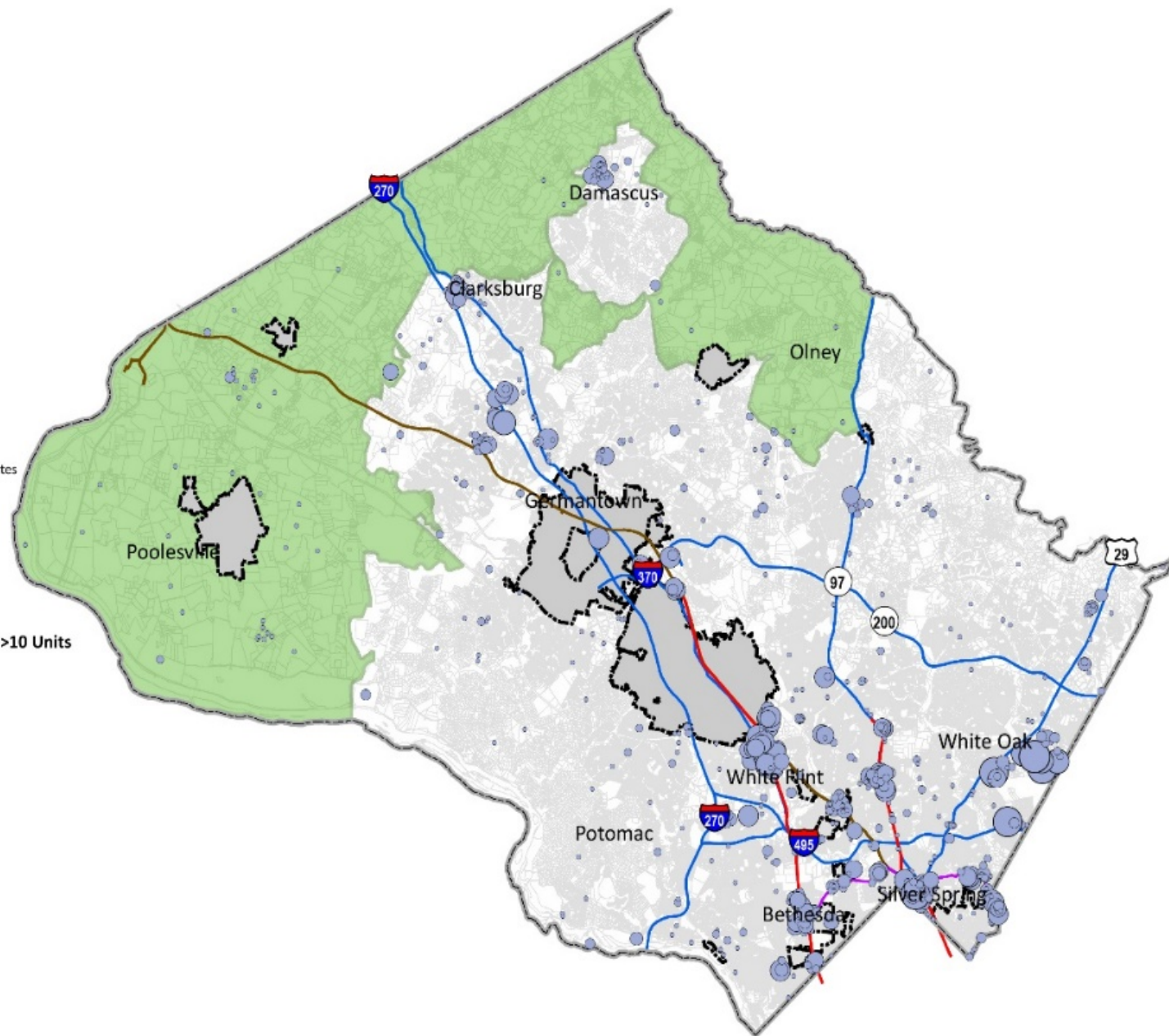
Municipalities

Zoning Status

- Independent Zoning
- M-NCPPC Zoning

Net Dwelling Unit Capacity >10 Units

- 11 - 25
- 26 - 50
- 51 - 75
- 76 - 100
- 101 - 150
- 151 - 250
- 251 - 500
- 501 - 750
- 751 - 1000
- 1001 - 1500
- 1501 - 2000



Residential Capacity Analysis Results

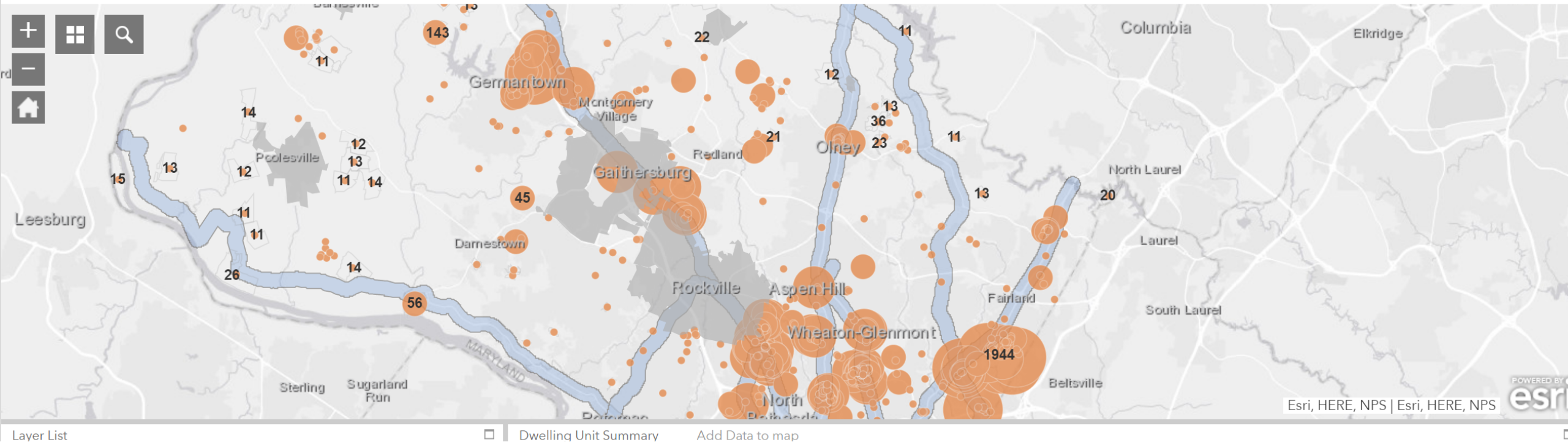
Remaining parcels with development or redevelopment potential	3,733
Total additional existing residential capacity (in units)	66,569

RDCA Results

Parcel Size	Parcel Count	Percent of Parcels in Size Range	Sum of Net Capacity	Percent of Capacity
0-1 Acre	1,926	52%	21,104	32%
1-5 Acres	950	25%	24,436	37%
5.01-25 Acres	419	11%	11,746	18%
25.01-50 Acres	216	6%	4,297	6%
50.01-100 Acres	117	3%	1,978	3%
Over 100.01 Acres	105	3%	3,008	5%
Total	3,733	100%	66,569	100%

RDCA Results

Zone family	Parcel Count	Percent of Parcels	Sum of Net Capacity	Percent of Capacity	Developable Acres	Percent of Developable Acres
AR	346	9%	1,066	2%	30,622	72%
CR	885	24%	52,871	79%	1,240	3%
Residential Detached	1,962	53%	9,491	14%	5,383	13%
Residential Multifamily	238	6%	1,815	3%	83	0.2%
Rural Residential	262	7%	965	1%	5,319	12%
Residential Townhouse	11	0.3%	70	0.1%	7	0.0%
Other	29	1%	291	0.4%	45	0.1%
Grand Total	3,733	100%	66,569	100%	42,700	100%



<https://mcatlas.org/rdca>

Top 5 Takeaways from RDCA



While Montgomery County, MD has theoretical capacity for over 65,000 housing units on 3,733 parcels, most of the capacity is concentrated near transit, and along the original corridor, the I-270 corridor.



Most residential capacity is tied up on the small sites – on sites less than 5 acres, highlighting Montgomery County’s development pattern shifting from greenfield development and toward infill development and compact form.



Montgomery County has a diminished availability of available land for redevelopment or development, with the parcels available for development or redevelopment representing only 15 percent of the county’s land.



Findings demonstrate that the county can prioritize agriculture and rural open space and also build more housing, by reevaluating previously made policy decisions, like the preservation of single-family zoning near our accessible single-family neighborhoods.



There are many barriers to building housing, these variables are unable to be fully quantified but are important to consider when discussing future capacity. These barriers will be more pronounced in the future as the county continues to build out.

Affordable and attainable housing: more of everything

Public Testimony Themes:

- 1. Go bold**
- 2. Missing Middle housing**
- 3. Single-family zoning**
- 4. Affordable Housing**

Affordable and attainable housing: more of everything

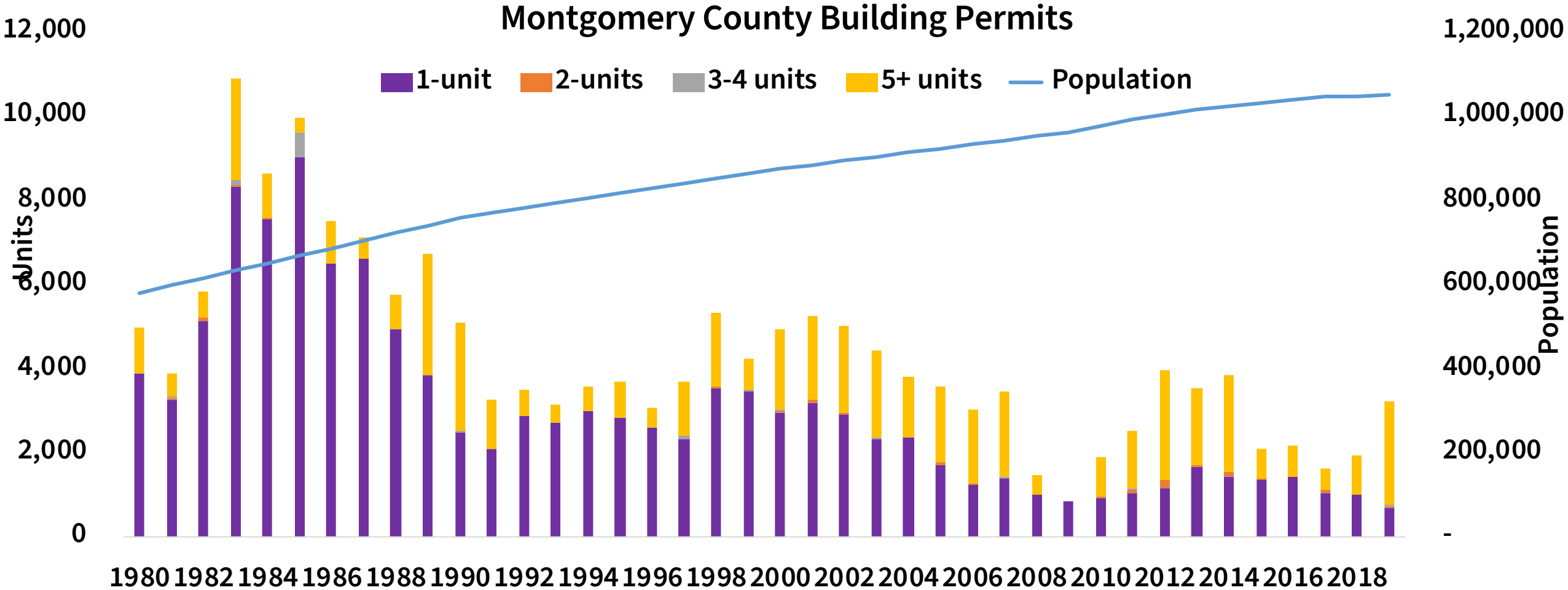
- **PART 1:** What is the problem / existing conditions that fall short?
- **PART 2:** Therefore, Thrive Montgomery 2050 proposes the following policies and actions.
- **PART 3:** The rationale for how these policies and actions will further the key objectives of Thrive Montgomery 2050.
- **PART 4:** How will we know we are making progress?

Affordable and attainable housing: more of everything

PART 1: What is the problem / existing conditions that fall short?

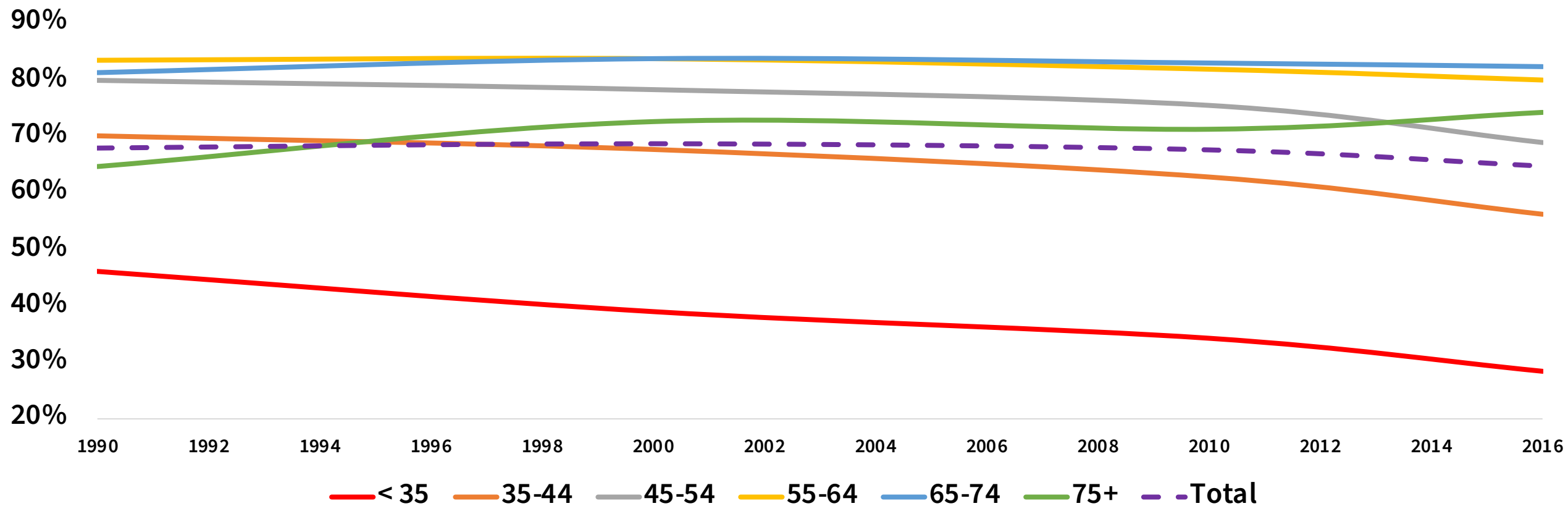
- 1.** Not enough new housing to meet demand.
- 2.** Anemic supply is driving the price of housing up for both renters and home buyers.
- 3.** A growing gap between changing living patterns and the older housing stock.
- 4.** The high cost and limited variety of available housing exacerbate inequality.
- 5.** Expansion and diversification of our housing stock is an essential step toward reducing these kinds of racial and socioeconomic inequalities.

1.) Not enough housing to meet demand.



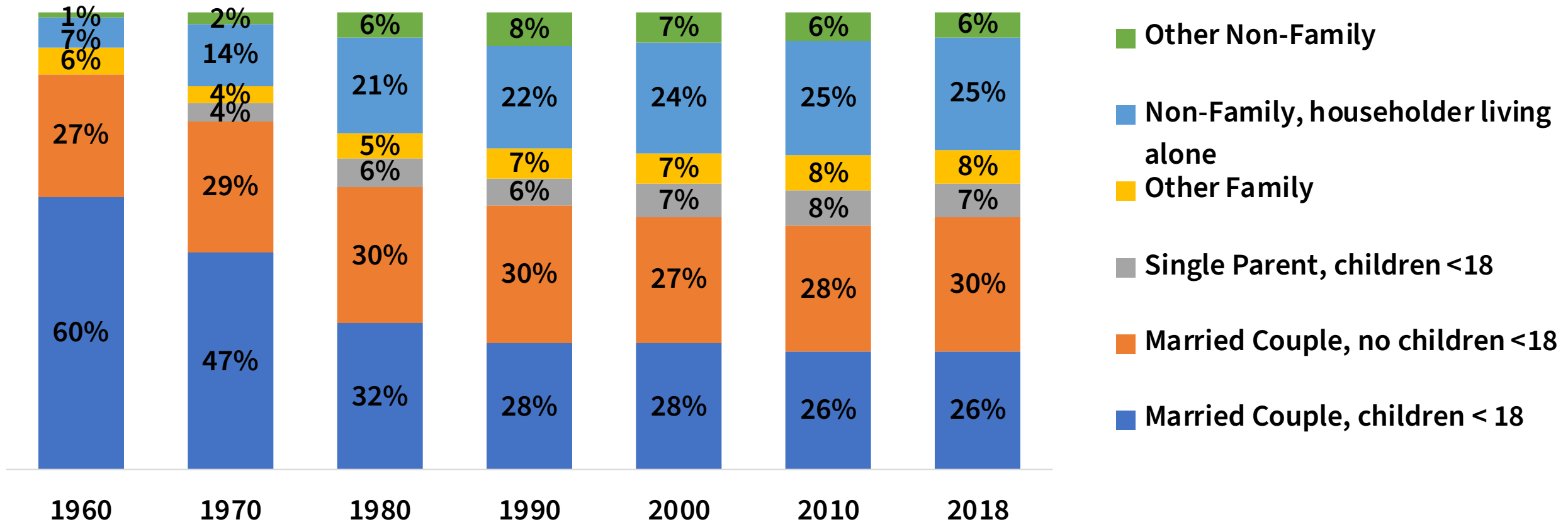
2.) Anemic supply is driving the price of housing up for both renters and home buyers.

Homeownership Rate by Age



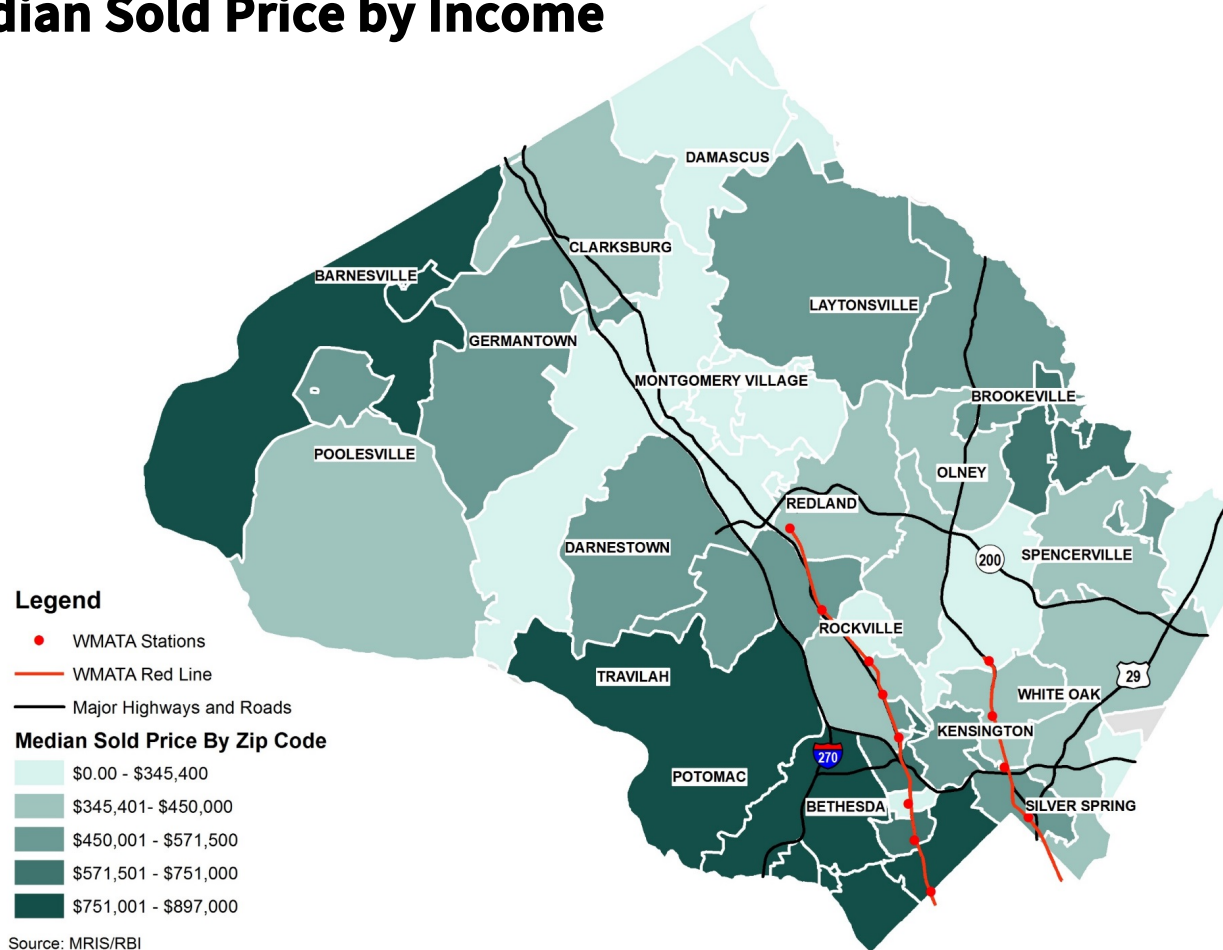
3.) A growing gap between changing living patterns and the older housing stock.

Household Family Types 1960-2018

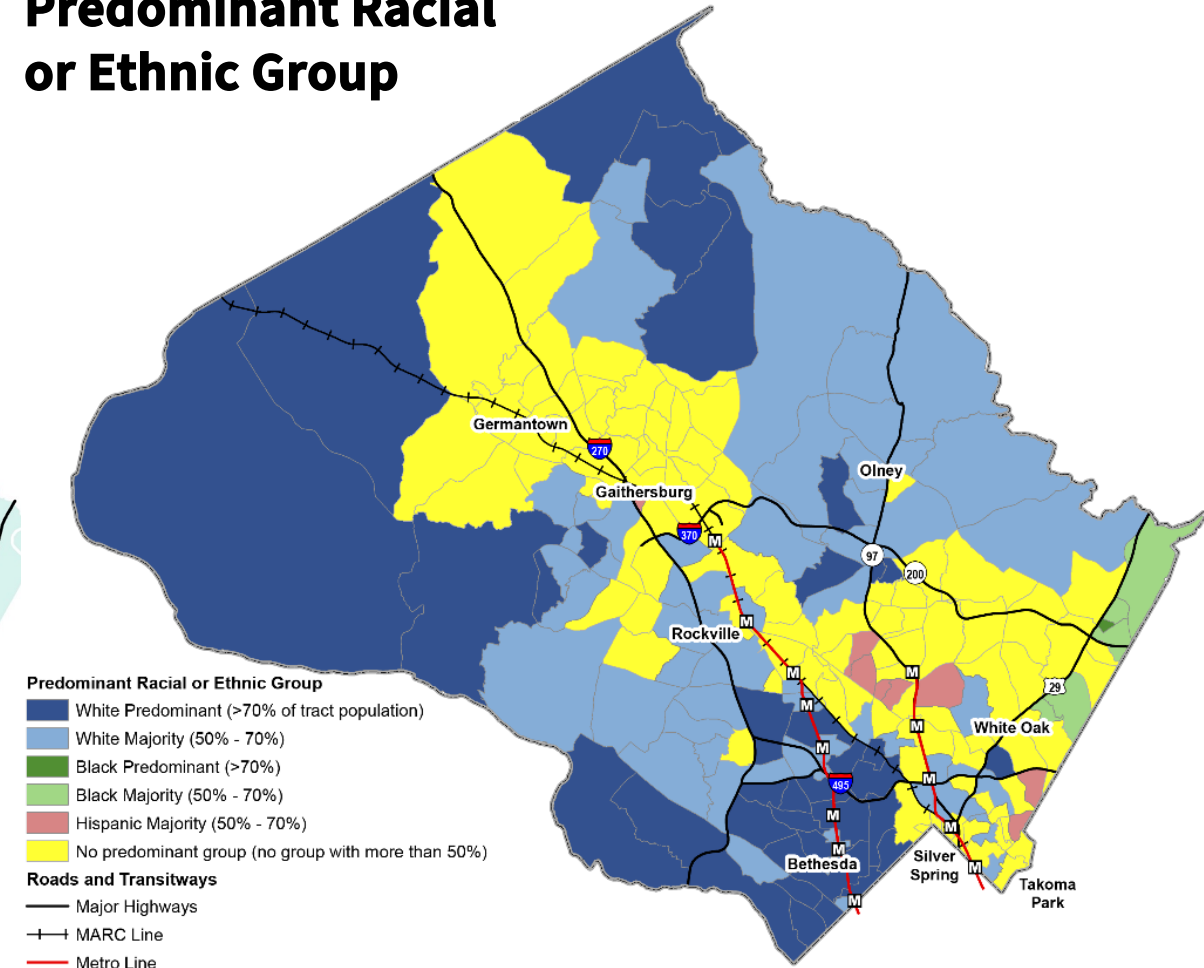


4.) The high cost and limited variety of available housing exacerbate inequality.

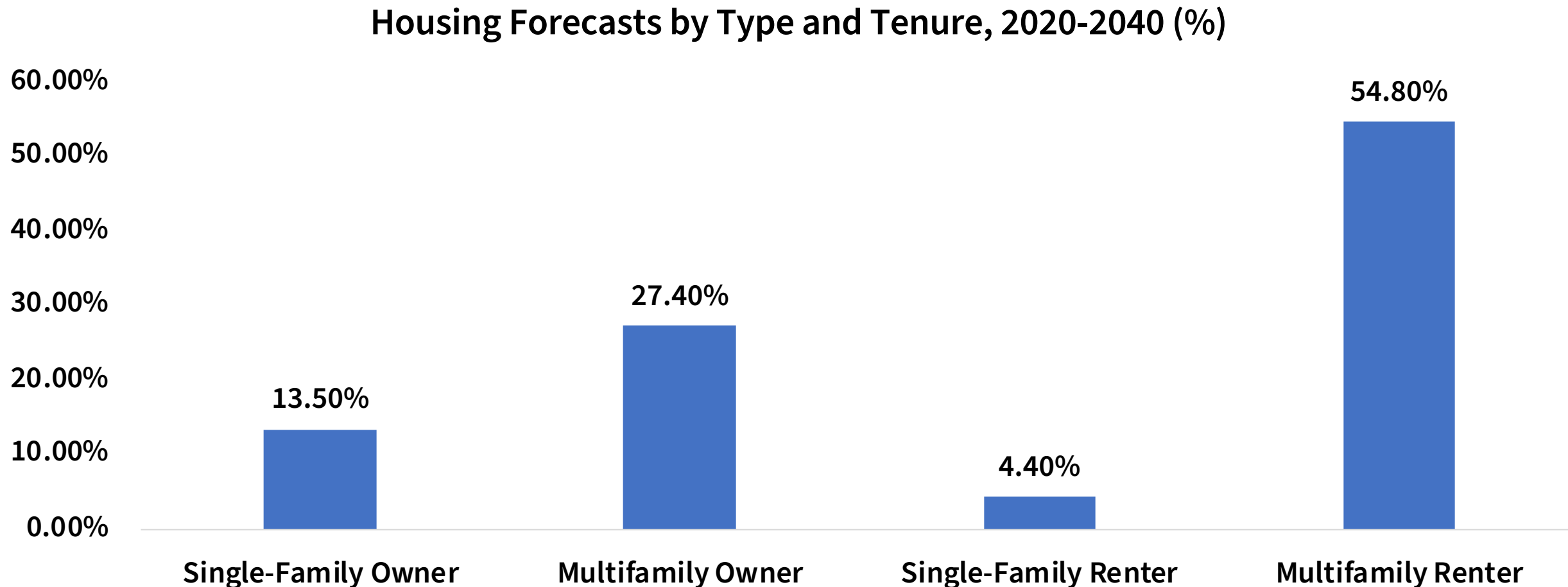
Median Sold Price by Income



Predominant Racial or Ethnic Group



5.) Expansion and diversification of our housing stock is an essential step toward reducing racial and socioeconomic inequalities.



Affordable and attainable housing: more of everything

PART 2: Therefore, Thrive Montgomery 2050 proposes the following policies and actions.

- 1.** Encourage the production of more housing to better match supply with demand
- 2.** Plan for a wide range of housing types and sizes to meet diverse needs
- 3.** Promote racial and economic diversity and equity in housing in every neighborhood

Encourage the production of more housing to better match supply with demand

- Expand opportunities to increase **residential density near high-capacity transit** and assist in the development of Complete Communities.
- Reform building codes to **reduce costs by accommodating innovative construction methods** and materials including modular prefabricated housing and mass timber.
- **Prioritize use of public land for co-location of housing and other uses**, particularly where government agencies design new facilities or dispose of real property.
- **Increase regulatory flexibility** to incentivize residential infill, redevelopment, and repositioning of office parks, shopping malls, and other underutilized properties.
- **Provide financial incentives** such as Payment in Lieu of Taxes to boost housing production for market rate and affordable housing, especially near transit and in Complete Communities.

Plan for a wide range of housing types and sizes to meet diverse needs

- **Facilitate the development of a variety of housing types** in every part of the county but especially in areas near transit, employment and educational opportunities.
- Support creative housing options including single-room occupancy units (SROs); “missing middle” housing types such as tiny houses, cottages, duplexes, multiplexes, and small apartment buildings; shared housing, co-housing, accessory dwelling units (ADUs), social housing and cooperative housing **to help meet housing needs and diversify housing options.**
- **Encourage provision of multi-bedroom units** suitable for households with children in multifamily housing.
- **Integrate people with disabilities, people transitioning from homelessness, and older adults** into attainable housing with appropriate amenities and services.

Promote racial and economic diversity and equity in housing in every neighborhood

- Develop **targeted strategies to minimize gentrification and displacement** while promoting integration and avoiding the concentration of poverty.
- Refine regulatory tools and financial incentives with **the goal of avoiding a net loss of market-rate and income-restricted affordable housing stock** without erecting disincentives for the construction of additional units.
- **Calibrate the applicability of the Moderately Priced Dwelling Unit (MPDU) program and other affordable housing programs** to provide price-regulated units appropriate for income levels ranging from deeply affordable to workforce.
- Identify and **allocate additional revenue for the Housing Initiative Fund (HIF)** to meet the needs of low-income households.
- **Expand existing programs designed to increase access to homeownership**, especially among low-income residents, people of color, and young adults; create new programs and entities such as community land trusts to maintain long term affordable home ownership opportunities.
- Improve collection of data on neighborhood change to **monitor and address involuntary displacement, disinvestment, and related phenomena**.

Affordable and attainable housing: more of everything

PART 3: The rationale for how these policies and actions will further the key objectives of Thrive Montgomery 2050.

- 1.** Increasing the supply of new housing near transit, jobs and amenities will improve the quality of life for everyone and help attract and retain a broadly skilled workforce that employers need, making the county more economically competitive.
- 2.** A wider variety of housing and a focus on affordability and attainability will diversify the mix of incomes in neighborhoods across the county and improve access to services, amenities and infrastructure for low- and moderate-income residents, who are disproportionately people of color.
- 3.** A broader range of housing types – particularly the inclusion of multifamily buildings – will reinforce the benefits of Complete Communities.

Affordable and attainable housing: more of everything

PART 4: How will we know we are making progress?

Relevant measures to assess new housing developments and measure the success or failure of the approaches recommended in this plan.

Relevant measures to assess new housing developments and measure the success or failure of the approaches recommended in this plan.

- Number of residential units issued building permits, overall and by area of county
- Number of affordable units by type, overall and by area of county
- Rates of home ownership by race, income and area
- Number of and Proportion of cost-burdened households
- Number of homeless residents
- Rent and mortgage payments as a fraction of the cost of living
- Combined housing and transportation costs
- Naturally Occurring Affordable Housing preserved, overall and by area of county
- Number of low-income households in a census tract (concentration of poverty)
- Number of low-income households lost in a census tract over a period of time (displacement)
- Proportion of missing middle housing units and units in multifamily buildings
- Greenhouse gas emissions from residential buildings and transportation per capita
- Proportion of housing units proximate to transit routes and job centers
- Range of home prices
- Racial and income diversity within neighborhoods

Preview of Worksession 4 on January 21, 2021

Summary of Transportation Analysis Report

Key Questions

- How could the County be impacted by ongoing trends related to the economy, climate change, demographics, technology, and lifestyle choices?
- Do these trends support the County's vision for the future, or are policy interventions needed to achieve the County's vision?

Analytical Approach

- **Evaluate Impact of External Factors**
- **Evaluate Impact of Thrive Montgomery Policies**

Metrics Evaluated

- General Metrics: Person Trips, Vehicle Trips
- Non-Auto Driver Mode Share (NADMS)
- Vehicle Miles Traveled (VMT)
- Travel Time
- Job Access

Policies Evaluated

- Land use changes
 - Complete communities
 - Concentration of growth in transit areas
- Transportation changes
 - Converting traffic lanes to transit lanes on BRT corridors
 - Implementation of premium transit (BRT, MARC)
 - Improving local bus service (frequency)
 - Reducing parking capacity and increasing parking pricing
 - Increase auto travel pricing and affordability
 - Improve street network/block

Results

Outline of Revised Transportation Chapter

- **PART 1:** What is the problem / existing conditions that fall short?
- **PART 2:** Therefore, Thrive Montgomery 2050 proposes the following policies and actions.
- **PART 3:** The rationale for how these policies and actions will further the key objectives of Thrive Montgomery 2050.
- **PART 4:** How will we know we are making progress?

Part 1: What is the problem?

Montgomery County built an auto-oriented transportation system that funnels traffic to a limited number of high-speed roads

Part 2: Proposed policies and actions

- Develop a safe, comfortable and irresistible walking and bicycling network.
- Build a world-class transit system.
- Adapt policies to reflect the economic and environmental costs of driving alone.
- Develop and extend advanced communications networks.

Part 3: How policies / actions will further key objectives of Thrive Montgomery

Reverse decades of auto-focused design and dependence by making walking, bicycling and transit irresistible

Part 4: How will we know we are making progress?

Relevant measures to assess progress in implementing the vision of the plan