



THRIVE

MONTGOMERY 2050
Let's Plan Our Future. Together

Planning Board Draft | April 2021

 **Montgomery Planning**
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

What is the Problem?

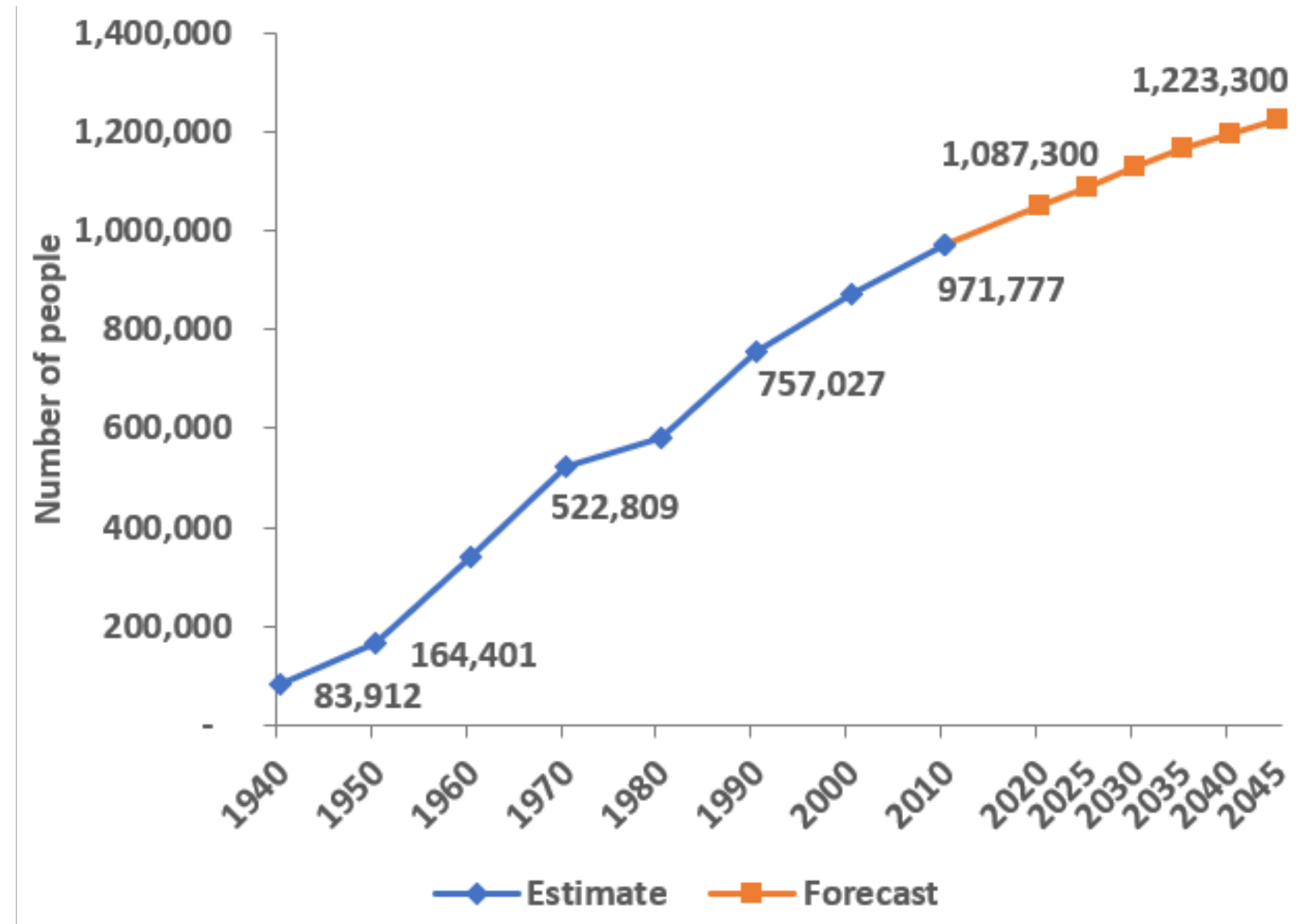
Demographic shifts

Climate change

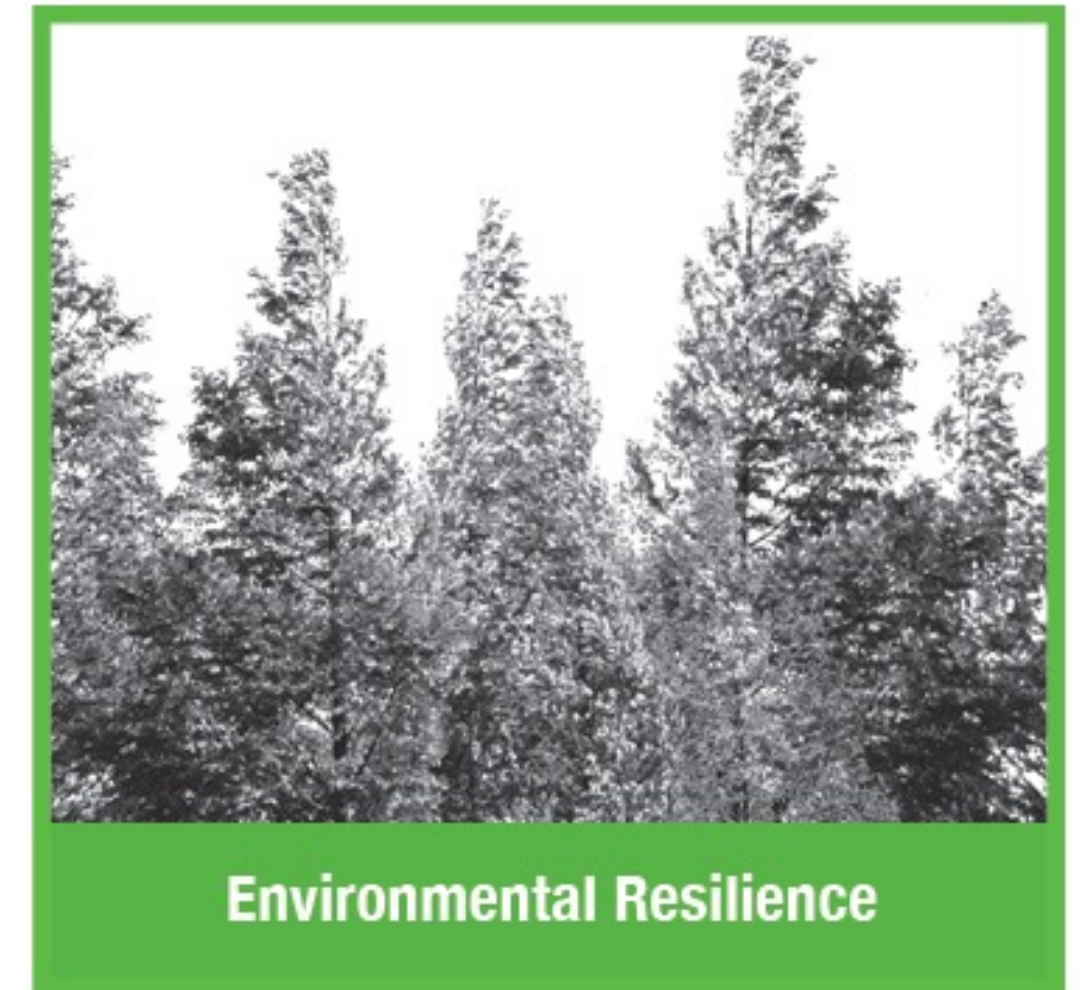
Technological innovations

Economic disruptions

Lifestyle changes



What are We Trying to Achieve?





COMPACT GROWTH

CORRIDOR-FOCUSED
DEVELOPMENT

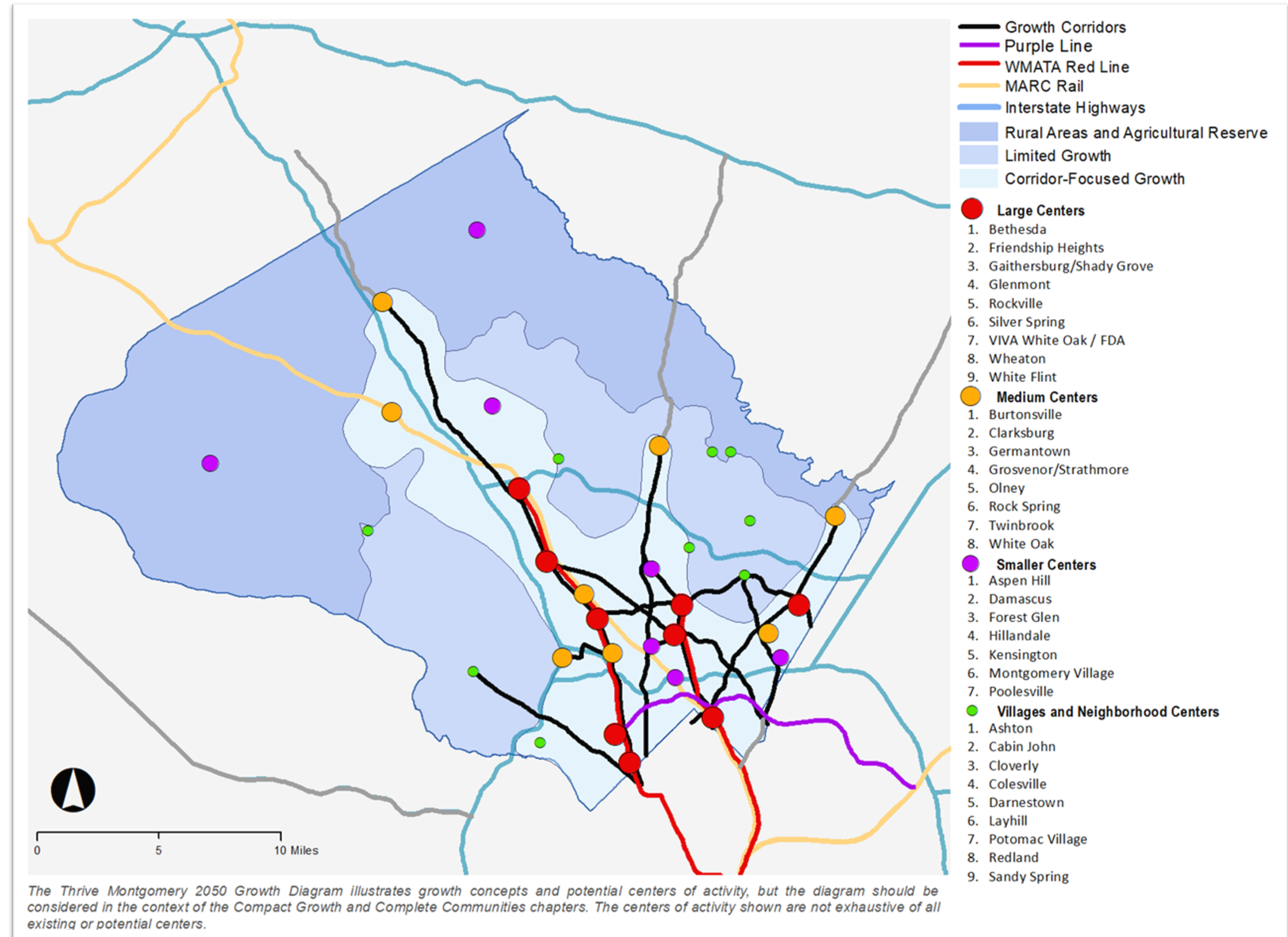
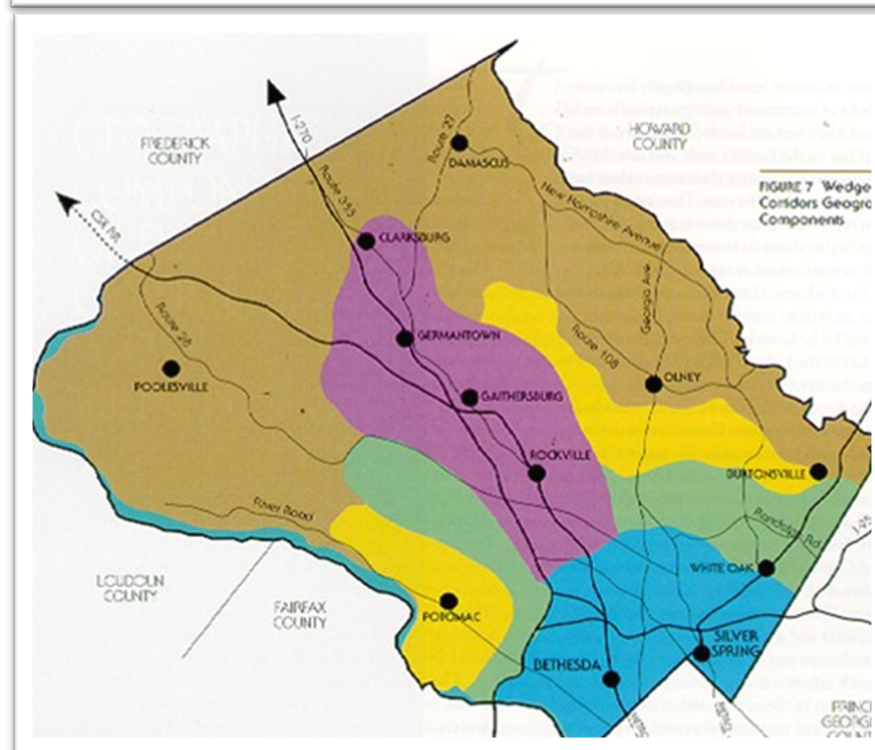
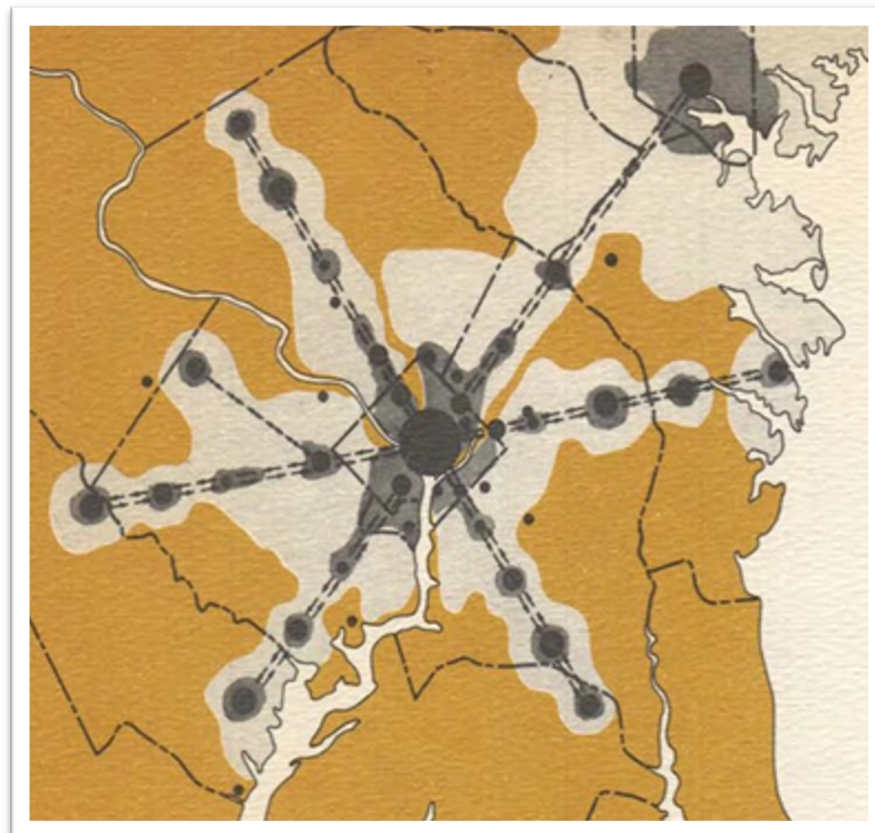
Key Ideas-Compact Growth

- Growth should be focused in a compact footprint, with most development directed to centers of activity on major corridors. A handful of centers outside the main footprint – such as Poolesville and Damascus - are beneficial at an appropriate scale consistent with principles designed to curb sprawl.
- Compact growth along major corridors will lay the foundation for focused development in centers of activity; reduce infrastructure costs; and preserve land for farming, recreation, and environmental stewardship.
- Inclusion of growth corridors along Georgia Avenue and Route 29 better reflects the reality of where development has occurred along the Red Line and addresses geographic inequities that have played out along racial and social lines by discouraging public and private investment in the East County.

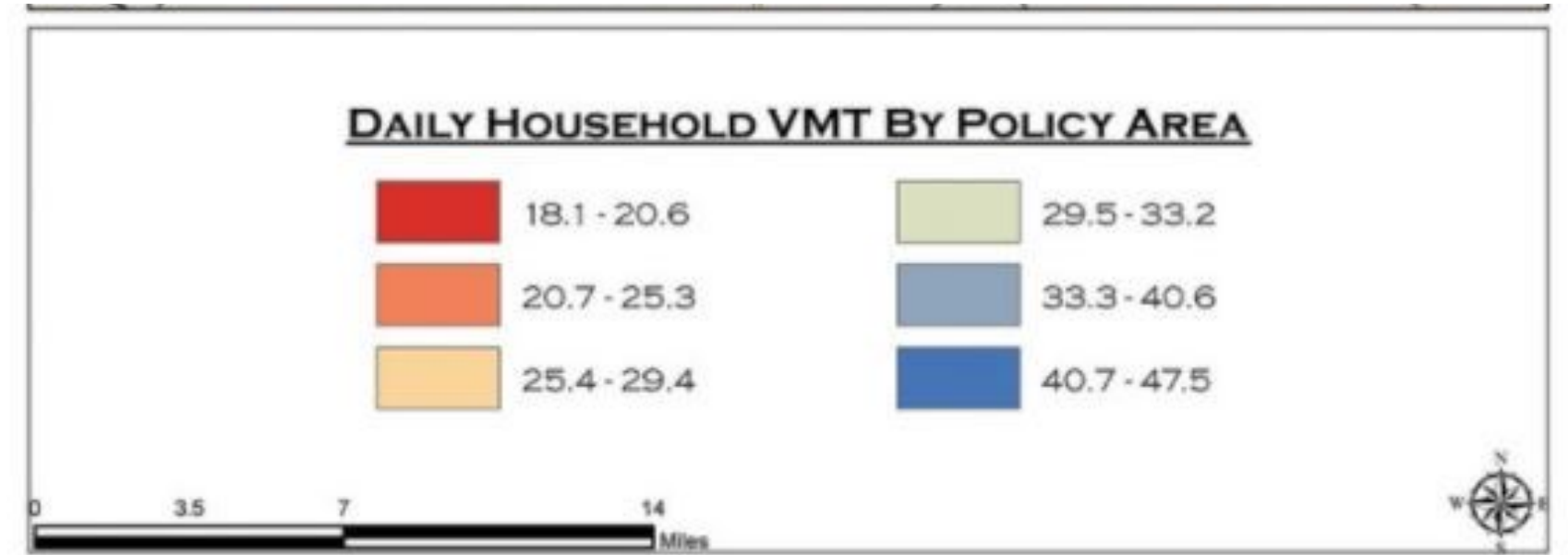
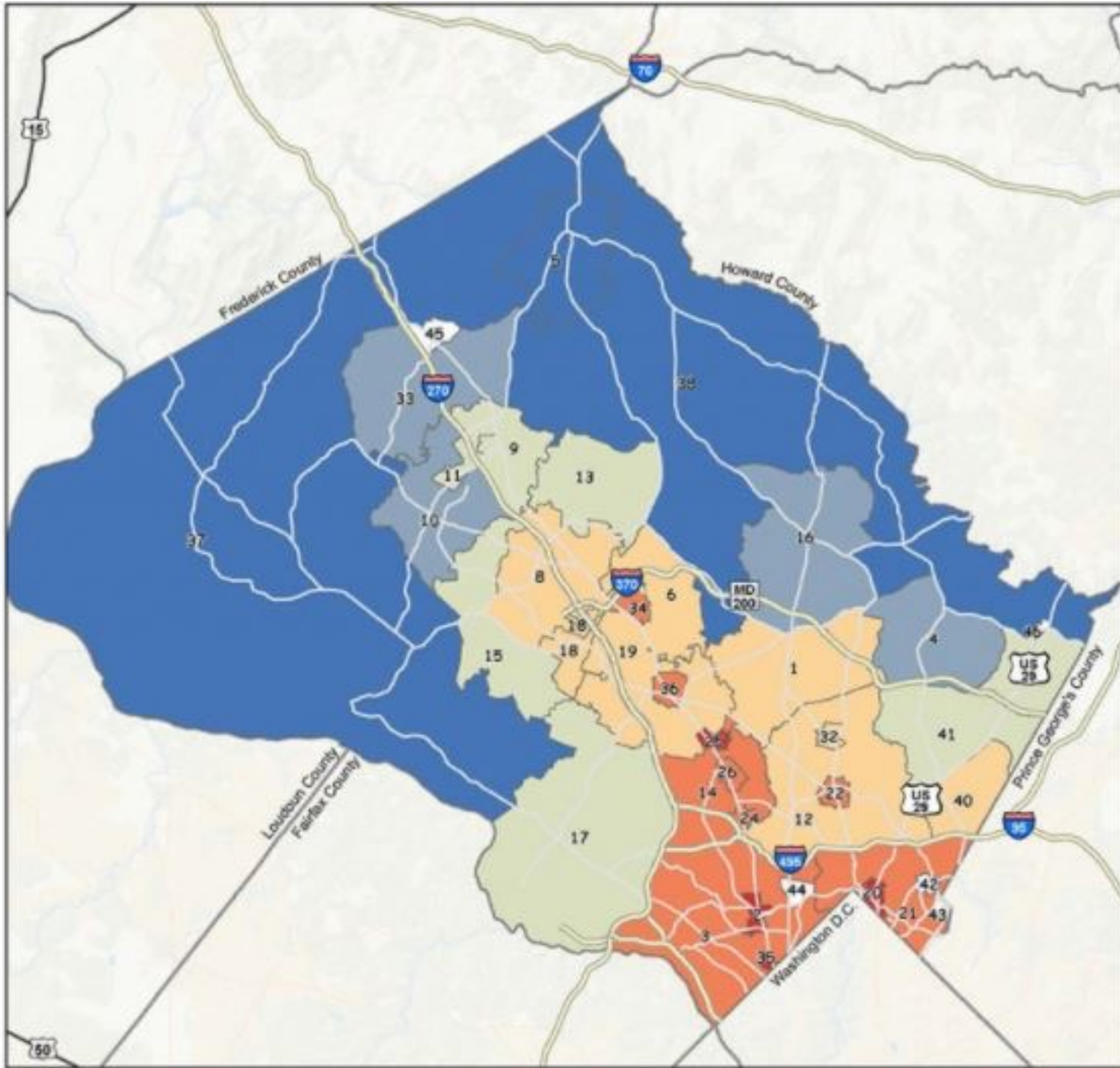
4010 Randolph Road



Mapping Growth: Past, Present and Future



Compact Growth Reduces Driving Almost as Much as Transit



Daily Household Vehicle Miles Traveled By Policy Area, Source: Montgomery County Planning Department's Travel 4 Transportation Demand Model, 2010

A mix of uses, building types, and lot sizes to create livable places that are accessible and inviting to people with a variety of income levels, household sizes, and lifestyles.

COMPLETE COMMUNITIES

MIX OF USES AND FORMS



Key Ideas-Complete Communities

- Infill/redevelopment can help retrofit single-use areas to add and diversify housing, retail, and amenities.
- Planned densities in activity centers must be sufficient to support convenience retail and other local-serving amenities in a context-sensitive manner.
- Centers of activity should be developed in ways that support 15-minute living for as many people in as many parts of the county as possible.
- Co-location and adjacency of essential and public services are important community-building strategies and help make more efficient use of land.



Arlington gas station under a church



Rock Spring development

Complete Communities: Urban to Suburban to Rural





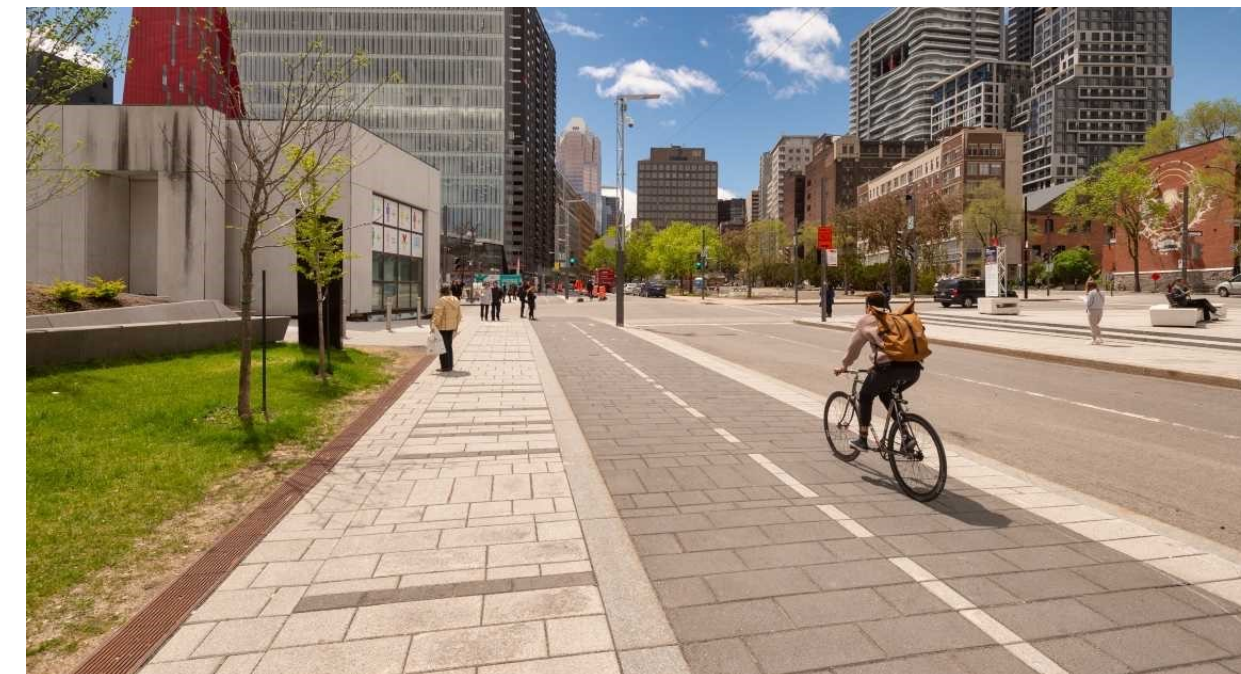
DESIGN, ARTS & CULTURE

INVESTING AND BUILDING
COMMUNITY

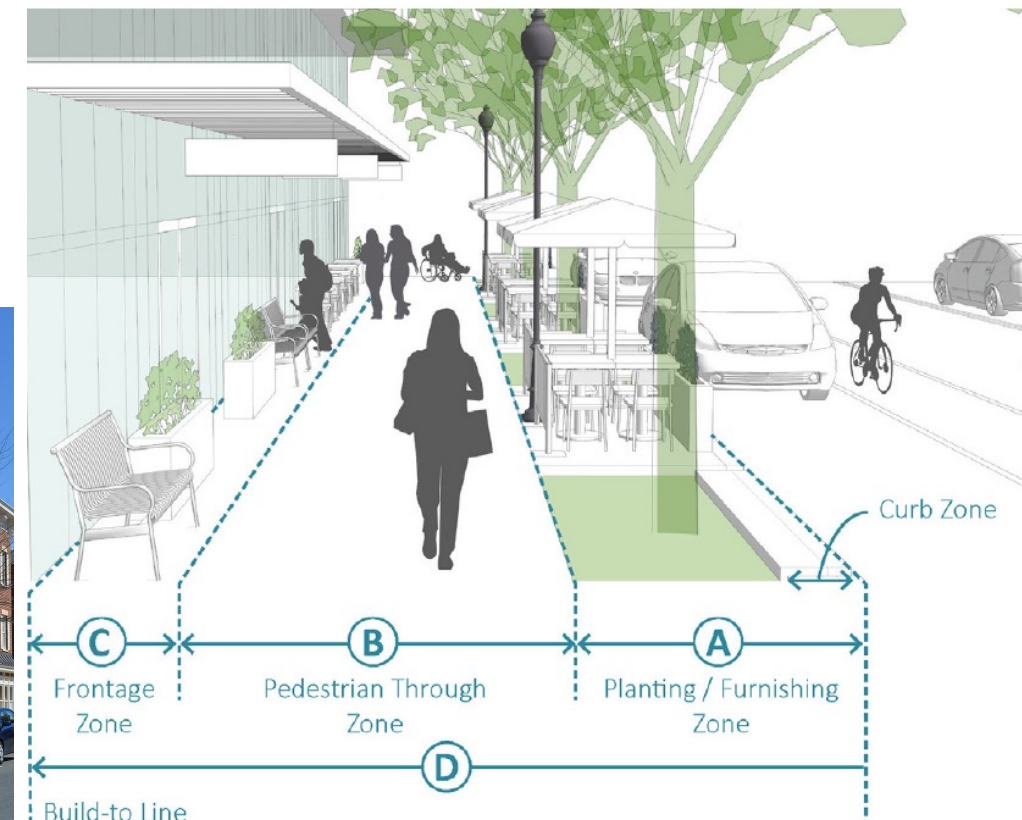
LIGHTS,
CAMERA,

Key Ideas- Design, Arts & Culture

- Aesthetic and functional aspects of design are important to ensure that new development adds value to its surroundings and helps make our community more prosperous, equitable and sustainable.
- “Compatibility” is too vague to ensure that projects are well-designed. Neither developers nor interested residents can know ahead of time what will be considered compatible. Form-based codes can elevate the quality of design and reduce uncertainty by setting clear expectations.
- The configuration of buildings, sidewalks, landmarks, and gathering spaces should encourage social interaction and physical activity.
- Support for public art and cultural programming can help create a sense of place, strengthen community, and celebrate diversity.



Form-Based Codes: Quality, Competitiveness and Equity



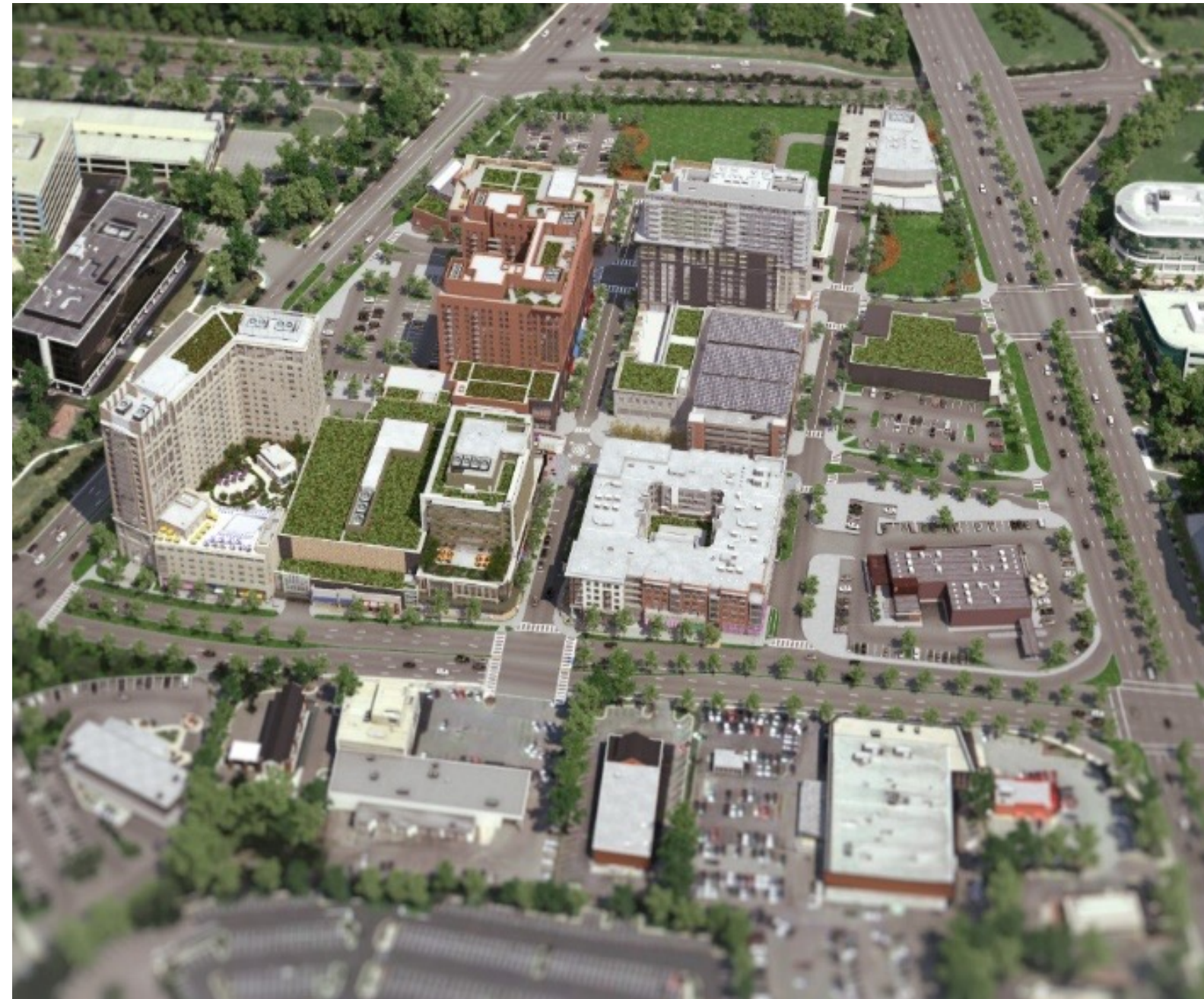
Excellence in Functional Aspects of Design

Improve Sustainability

Pike & Rose before redevelopment



Pike & Rose after redevelopment



Size: 8.78 Acres

77% Runoff Reduction

Pre-construction runoff: 78,722.36 cu/ft

Treatment Provided: 60,555.66 cu/ft

Post-construction runoff: 18,166.70 cu/ft

- Green roofs
- Bioretention
- Silva cells

An aerial photograph of a city intersection. A large teal geometric shape, composed of several overlapping triangles and polygons, is positioned on the left side of the image, partially obscuring the background. The background shows a multi-lane road with traffic, including a white and green bus, a red car, and a green truck. There are also parking lots with cars and some greenery. The text 'TRANSPORTATION AND COMMUNICATION NETWORKS' is overlaid in large white capital letters on the right side of the image.

TRANSPORTATION AND COMMUNICATION NETWORKS

CONNECTING PEOPLE, PLACES,
AND IDEAS

Key Ideas-Transportation and Communication Networks

- The county needs a world-class transit system
 - Higher priority for the quality and convenience of transit service, including conversion of general traffic lanes to dedicated transit lanes
 - Transit connections for better access to economic, educational, and recreational opportunities throughout the county and region, especially for historically disadvantaged people and parts of the county
- A safe, comfortable and irresistible network for walking, biking, and rolling is essential to a high quality of life
- The road network should be retrofitted to include complete streets design principles to eliminate roadway fatalities and severe injuries
- Market-oriented mechanisms should be used ensure that the economic and environmental costs of driving alone are fully internalized
- Teleworking should be supported by accelerating deployment of ICT and making working from home easier by facilitating “complete communities”

Wharf DC



Rockville Pike in Montgomery County



Transit is Essential to Equity

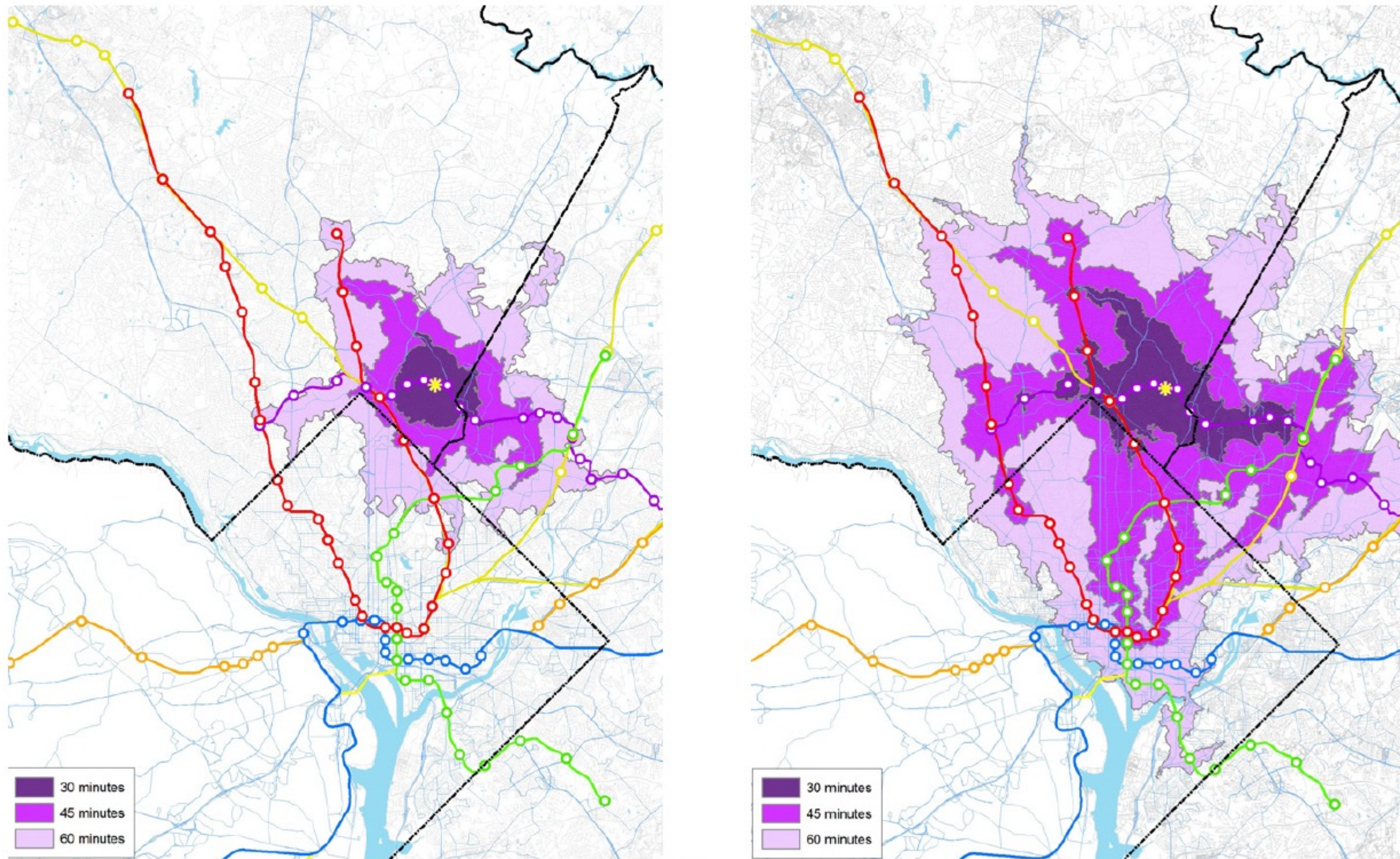


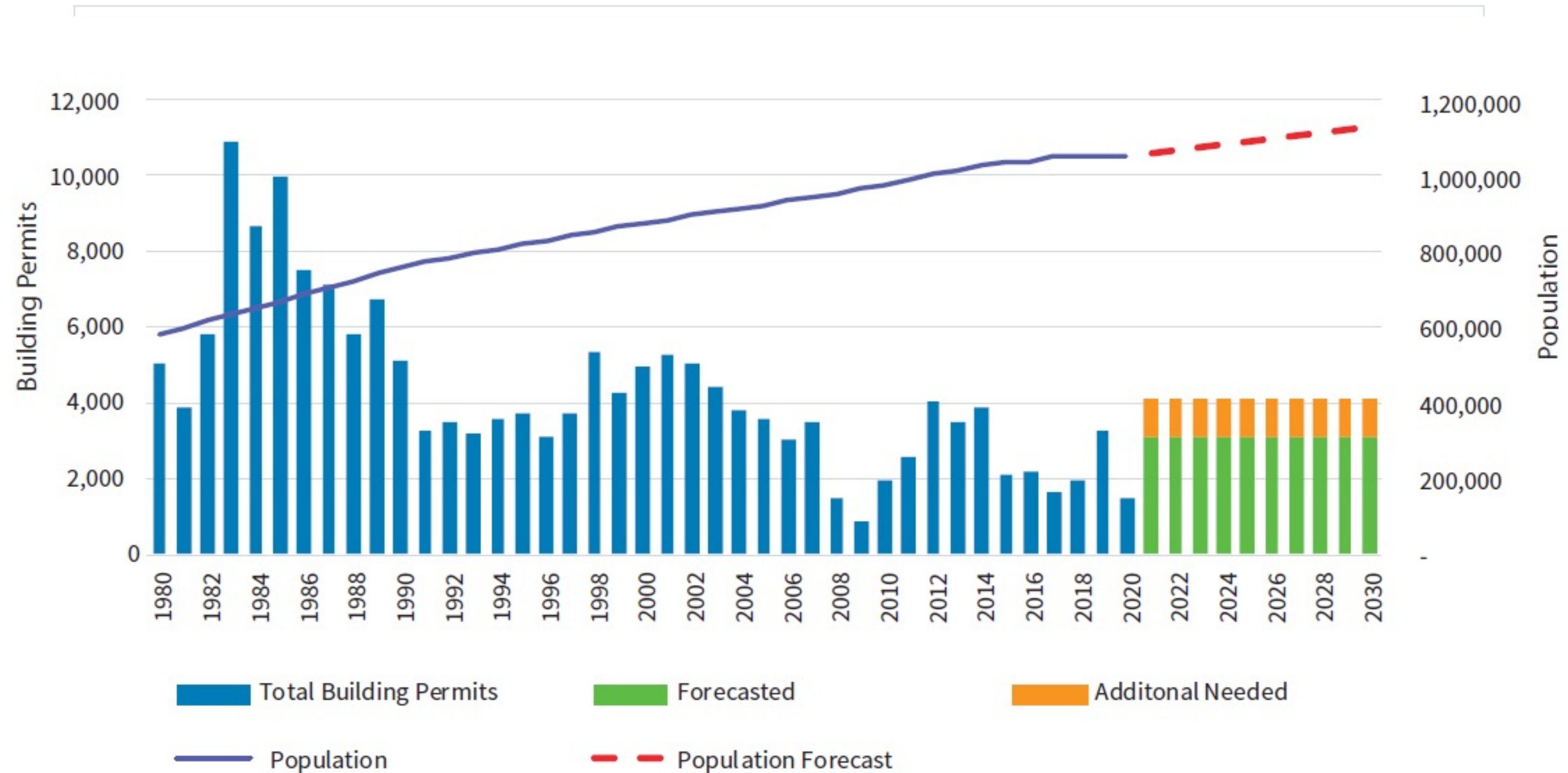
Figure 42: The Purple Line commute shed before (left) and after (right) the completion of the light rail line



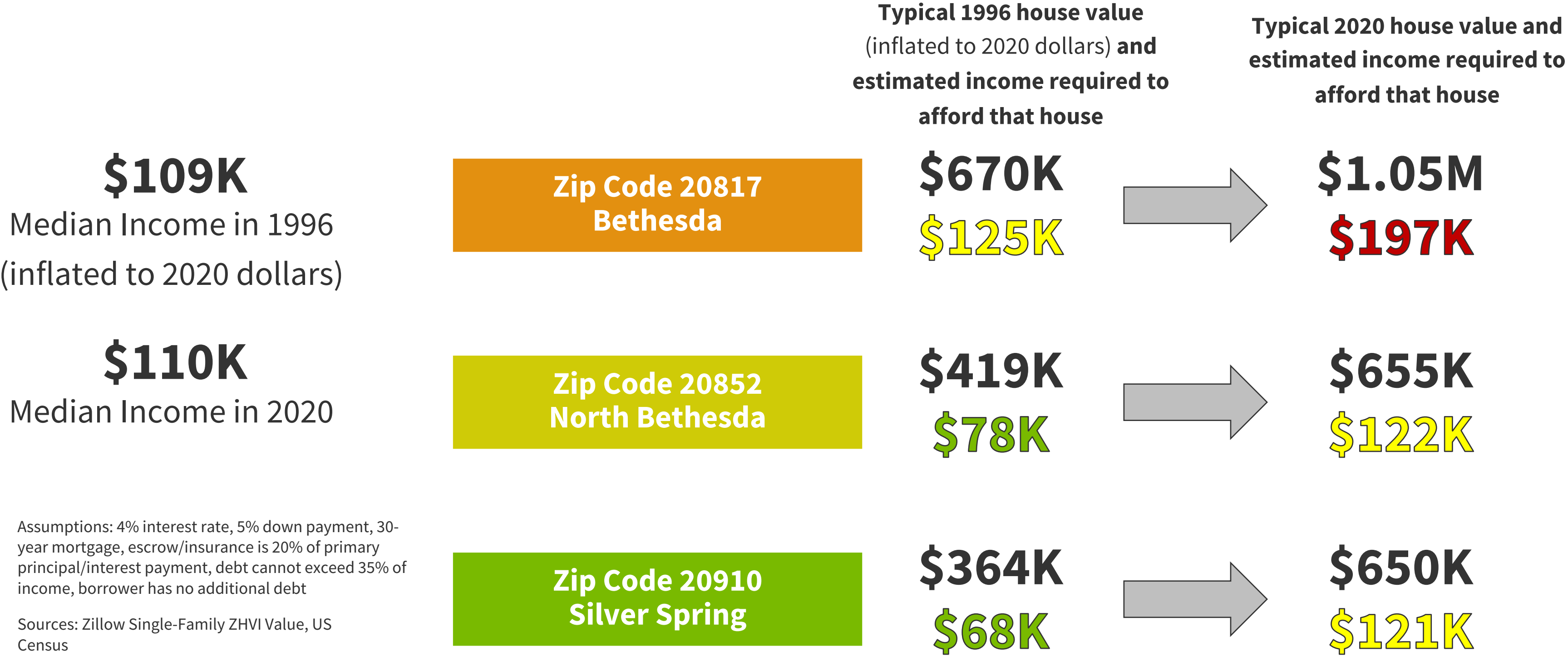
AFFORDABLE & ATTAINABLE HOUSING

MORE OF EVERYTHING

Housing Production not Meeting Needs of Growing Population



Our Neighborhoods Have Become Less Attainable and More Exclusive



Key Ideas-Attainable and Affordable Housing

- We need more housing in every part of the county but especially in areas near transit, employment, and educational opportunities.
- Every strategy, tool and idea should be on the table, including social housing, community land trusts, PILOTS and TIFs, tiny houses and SROs, co-location of housing with government uses, mass timber and prefabrication, ADUs, and of course missing middle housing types.
- Regulatory tools and financial incentives should be aimed at preventing a net loss of market-rate and income-restricted affordable housing stock without erecting disincentives for the construction of additional units.
- Additional market-rate housing is necessary but not sufficient; more public investment in income-restricted housing and other strategies will be required to meet the needs of lower-income households
- Housing policies must also address the specific needs of people with disabilities, people transitioning from homelessness, and older adults.

The Station at Potomac Yard



Shipping container home
Prefabcontainerhomes.org





PARKS AND RECREATION

FOR AN INCREASINGLY URBAN
AND DIVERSE COMMUNITY:
ACTIVE AND SOCIAL

Key Ideas-Parks and Recreation

- Parks and recreation facilities/programs should be designed to encourage all kinds of people to exercise and lead active lifestyles.
- Social engagement and community building should be considered central purposes of parks and recreation.
- Privately owned public spaces (POPS) should be integrated with the parks and recreation system to supplement publicly-owned spaces and facilities.
- Parks and recreation opportunities should be equitably distributed and readily accessible without a car.
- The parks system should continue to play a leading role in natural resource management and environmental protection.
- Food and beverage service should be considered in planning and programming parks and recreational facilities.



Parks for a Diverse Population: Active and Social



An Urbanizing County Needs Urban Parks and Programming



CONCLUSION

Public Agency
Partners

Private
Development

Master & Sector Plans
Functional Plans
Parks planning
Zoning Code
Subdivision Regulations
Adequate Public Facilities Ordinance
Other Guidelines & Reference Manuals

How Will We Know We are Making Progress?

Examples of metrics to be monitored

- Amount of infill development/redevelopment along major corridors
- Diversity of uses and structures
- Vehicle Miles Traveled (VMT)
- Public-use space per capita
- Rates of homeownership by race, income, and area
- Miles of streams restored, and stormwater runoff treated
- New business formation
- Equitable life outcomes across race, income, age, gender, etc.
- Additional miles of trails built



Thrive Montgomery 2050 Video