



Centers and Corridor Segment Typologies

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Montgomery Planning

How To Use This Document

The Centers and Corridor Segment Typologies establish a shared vision and definitions for compact, corridor-focused growth within three corridor typologies: transformational growth, modest growth, and no growth. These typologies are intended to provide Planning Staff a foundation in the development of a vision and recommendations for future corridor plans. While each corridor plan will be unique, the typologies and associated characteristics provide a point of commencement for developing corridor plans in consultation with community members and stakeholders. The definitions, renderings, models, sections, and characteristics seek to ensure that future corridor plans are initiated and pursued from a collective understanding of compact, corridor-focused growth.

Through future corridor plans, staff should evaluate the context of the corridor and determine the typology that will best achieve the vision of the plan, and the vision of Thrive, for each segment of the corridor. While some corridor plans may choose to apply the characteristics of one typology, other corridor plans may apply the characteristics of all three typologies along different segments of the corridor. The figures in this document, particularly the renderings, also provide a visual representation of corridor-focused growth for not only staff, but also community members, stakeholders, and appointed and elected officials.





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Purpose

The purpose of the Centers and Corridor Segment Typologies is to establish a shared vision and definitions for compact, corridor-focused growth and provide foundational guidance to Planning Staff in the development of future corridor plans.

Background

Montgomery County's recently approved General Plan, *Thrive Montgomery 2050* (Thrive), aspires for compact growth supported by transit and a safe, comfortable, and appealing network for walking, biking, and rolling within the county's centers and along our major corridors. The major corridors identified in Thrive span a diverse set of urban, suburban, and rural geographies and currently face conditions that include underutilized commercial uses and inadequate infrastructure to walk, bike, or roll. Decades of plans have recommended the preservation and protection of single-family uses along the major corridors and prioritized vehicular throughput and ease of driving. We now know that such practices lead to inequity, are bad for the environment, and make places economically uncompetitive in the long run.

To implement Thrive and advance corridor-focused growth, Montgomery Planning developed center and corridor typologies as well as urban design, transportation, and sustainability characteristics associated with each. These centers range from large centers to villages, and segment typologies range from transformational growth to no growth.

The Growth Map of Montgomery County

While Montgomery County has many different types of corridors, including transportation corridors, natural corridors, and growth corridors, this document is focused on planning for the growth corridors identified in Thrive and how these corridors can achieve the county's policy goals. While the Thrive Growth Map identifies several corridors as growth corridors, each corridor has unique opportunities and challenges. Some growth corridors may have the potential for growth and development along the full length of the corridor and others may have the potential for growth and development at centers of activity or nodes along the corridor, with limited opportunity for growth between centers.

This document establishes three corridor typologies to further define corridor-focused growth and provide a foundation for the development of future corridor plans. The typologies include transformational growth, modest growth, and no growth. In addition to the growth corridors, the Growth Map also includes a corridor-focused growth area, a limited growth area, the rural areas and agricultural reserve, and several centers, ranging from large centers to village and neighborhood centers.

Given that the growth corridors traverse different contexts and centers, it is important to consider the growth corridors in the context of the growth areas and consider the relationship of growth corridors to centers at every scale.

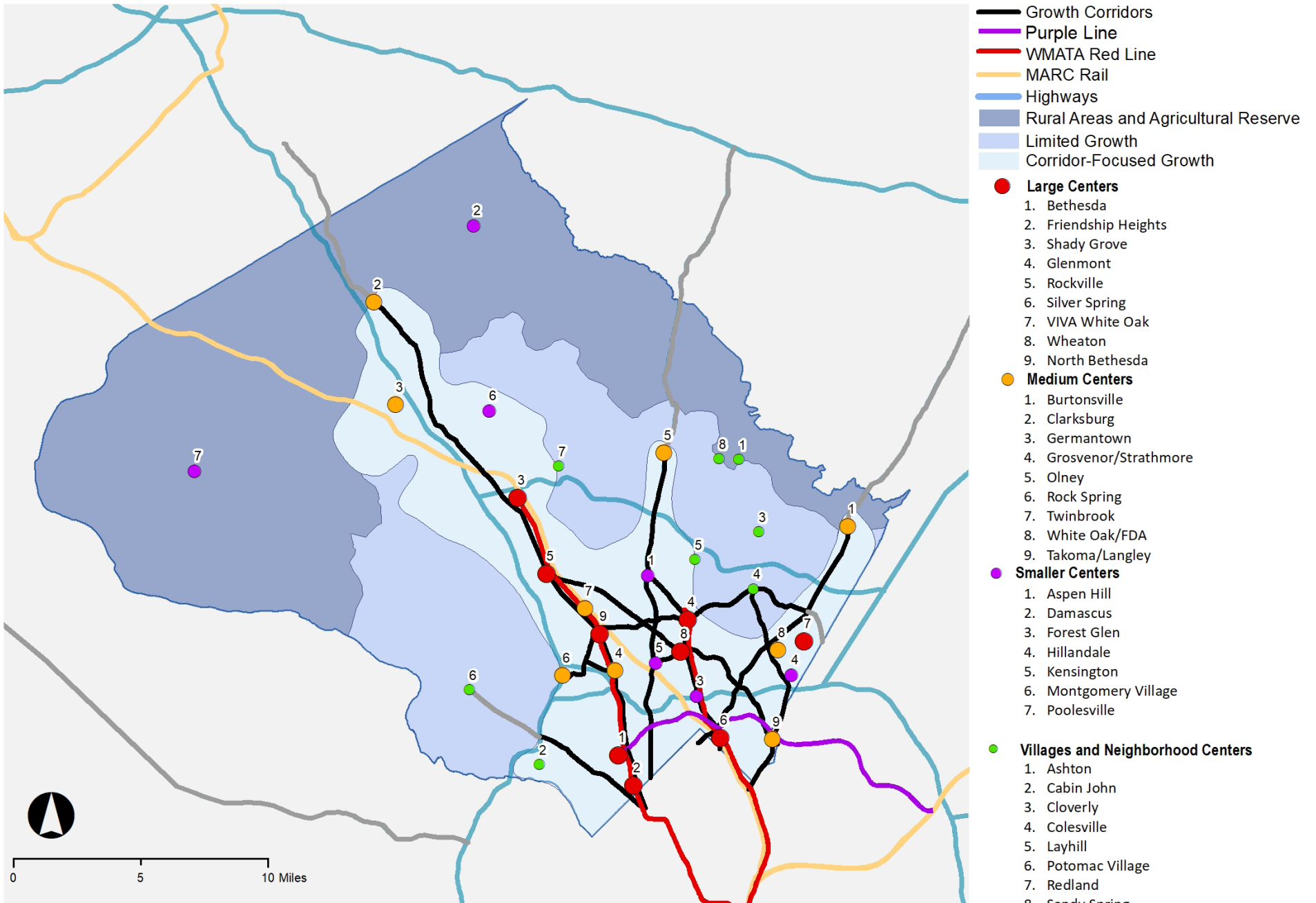
The Growth Map identifies several existing and potential centers of activity at a variety of scales, including Large, Medium, and Small as well as Villages and Neighborhood Centers. The centers identified are not exhaustive of all existing or potential centers, but rather are included to demonstrate that centers of activity, where existing and future compact growth should be concentrated, occur within the county's urban, suburban, and rural areas. While future growth should occur in these centers, the amount of growth and intensity of development should be commensurate with the center's location and context.

The Growth Map reflects current land use and is representative of the location and types of growth expected through 2050; however, the corridors and centers shown on the map or aligned with the descriptions provided may evolve over time through future approved and adopted master plans and functional plans.

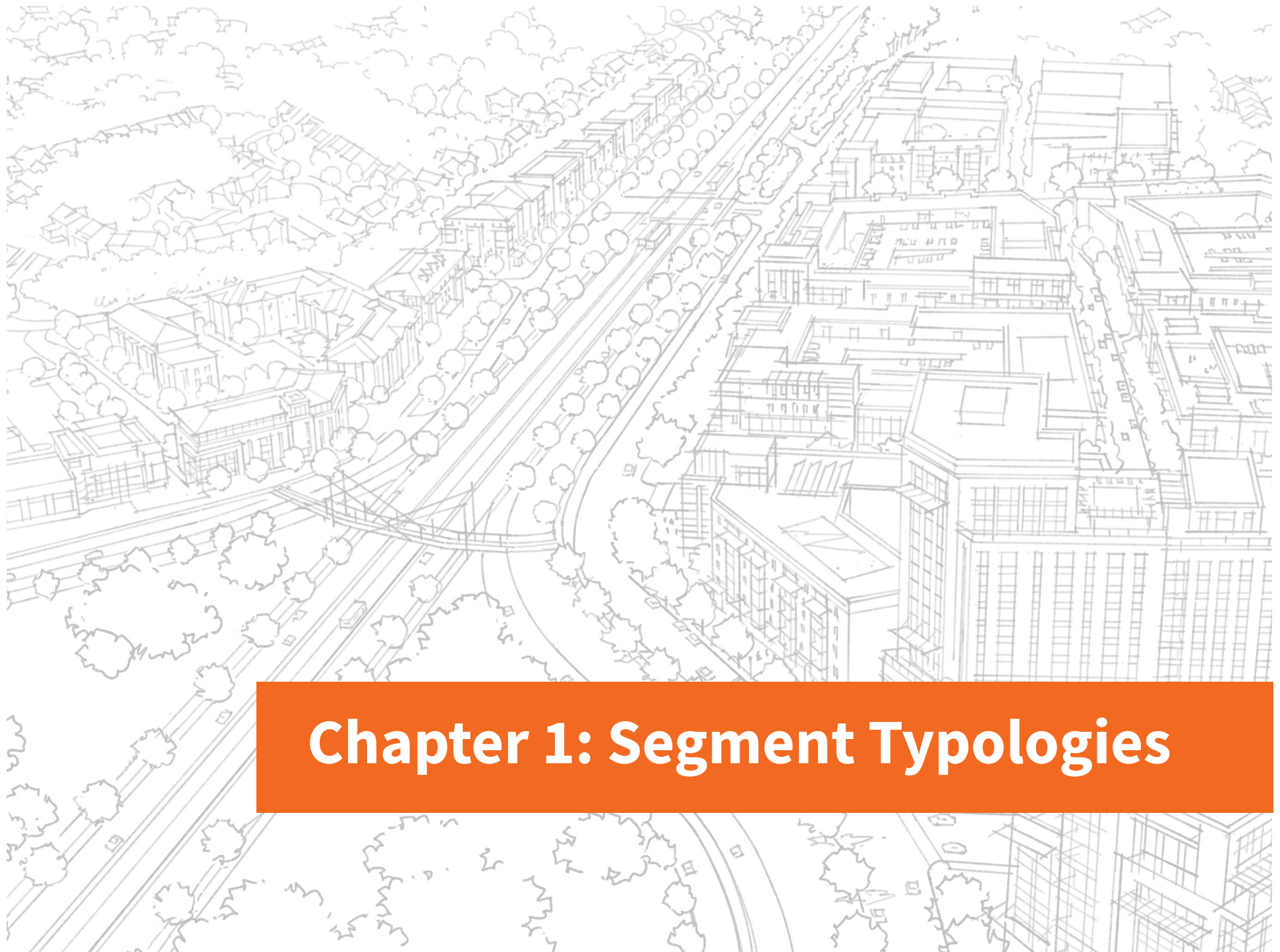
The Corridor-Focused Growth area (lightest blue) should have the largest share of new growth. It encompasses the most developed part of the county with highest-density population and employment centers, and the infrastructure to support existing and new development.

The Limited Growth area (medium blue) contains the mainly suburban residential communities where limited, organic growth is envisioned to meet localized needs for services, provide a diverse range of housing choices, and increase racial and socioeconomic integration to achieve Complete Communities.

Rural Areas and the Agricultural Reserve (in dark blue) will continue to be dedicated primarily to agriculture, rural open space, and environmental preservation. It can absorb some growth as agriculture evolves and existing residential communities' needs change over time.



The Growth Map should be considered in the context of the Compact Growth and Complete Communities chapters. The centers of activity shown are not exhaustive of all existing or potential centers. Some of the centers listed on the growth map are not subject to Montgomery County zoning authority.



Chapter 1: Segment Typologies

Segment Typology 1 - Transformational Growth

Transformational growth along the length of the corridor segment

This typology anticipates high density, mixed-use development within the nodes along the corridor segment, and moderate-to-high density mixed-use development fronting the corridor between the nodes. This typology includes the development of a grid of streets along the full extent of the segment and frequently spaced protected crossings, consistent with the Complete Streets Design Guide (CSDG).



Figure 1: Illustrated view of segment typology 1 - transformational growth along the length of the corridor segment.

Segment Typology 1 - Transformational Growth



Figure 2: Model view of segment typology 1 - transformational growth along the length of the corridor segment.

Segment Typology 1 - Transformational Growth

TRANSPORTATION			URBAN DESIGN		
Transportation Elements Along the Main Growth Corridor			Urban Design Elements Facing the Growth Corridor		
A	Street Classification	New: Growth Corridor Blvd	J	Intensity of Development	High
B	General Purpose Lanes	2-4	K	Building Heights	7+ Stories
C	High Quality Transit (Interim)	Curb Lane Transitway	Urban Design Elements Paralleling the Growth Corridor		
D	High Quality Transit (Permanent)	Two-Way Median Transitway	L	Intensity of Development	Moderate to High
E	Walking & Bicycling	Separated Bike Lanes & Sidewalks	M	Building Heights	4-7 Stories
F	Protected Crossings: CSDG Spacing Targets	400 ft	Design Excellence Criteria*		
G	Grid of Streets: CSDG Spacing Targets	400 ft	* Street Oriented Development, Active Ground Floor Uses, Undergrounding of Utilities, Attractive Streetscapes, Underground or Structured Parking, and Architecture Meeting Design Excellence Criteria all required		
H	Slower Speeds: CSDG Spacing Targets	25			
I	Curb Cuts	Relocated to Side Street			

Table 1: Transportation and urban design elements of segment typology 1.



Figure 3: Section of segment typology 1, taken at the "A" location shown in Figure 2, to illustrate the transportation and urban design elements specified in Table 1.

Segment Typology 2 - Modest Growth

Growth focused at nodes and modest growth along the length of the corridor segment

This segment typology anticipates moderate-to-high density, mixed-use development within the nodes along the corridor segment, and low-to-moderate (gentle), predominantly residential density between the nodes. This typology includes the development of a grid of streets along the full extent of the corridor segment and frequently spaced protected crossings, consistent with the Complete Streets Design Guide (CSDG).



Figure 4: Illustrated view of segment typology 2 - modest growth along the length of the corridor segment.

Segment Typology 2 - Modest Growth



Figure 5: Model view of segment typology 2 - modest growth along the length of the corridor segment.

Segment Typology 2 - Modest Growth

TRANSPORTATION			URBAN DESIGN		
Transportation Elements Along the Main Growth Corridor			Urban Design Elements Facing the Growth Corridor		
A	Street Classification	New: Growth Corridor Blvd	J	Intensity of Development	Moderate to High
B	General Purpose Lanes	2-4	K	Building Heights	4-7 Stories
C	High Quality Transit (Interim)	Curb Lane Transitway	Urban Design Elements Paralleling the Growth Corridor		
D	High Quality Transit (Permanent)	Two-Way Median Transitway	L	Intensity of Development	Low to Moderate
E	Walking & Bicycling	Separated Bike Lanes & Sidewalks	M	Building Heights	2-4 Stories
F	Protected Crossings: CSDG Spacing Targets	400 ft	Design Excellence Criteria*		
G	Grid of Streets: CSDG Spacing Targets	400 ft	* Street Oriented Development, Active Ground Floor Uses, Undergrounding of Utilities, Attractive Streetscapes, Underground or Structured Parking, and Architecture Meeting Design Excellence Criteria all required		
H	Slower Speeds: CSDG Spacing Targets	25			
I	Curb Cuts	Relocated to Side Street			

Table 2: Transportation and urban design elements of segment typology 2.



Figure 6: Section of segment typology 2, taken at the “B” location shown in Figure 5, to illustrate the transportation and urban design elements specified in Table 2.

Segment Typology 3 - No Growth

Growth focused at nodes, with limited growth between nodes

This corridor segment typology anticipates high, mixed-use density within centers of activity or nodes along the corridor, but no new development fronting the corridor between the nodes. Rather, this typology anticipates low to moderate densities and varied uses fronting parallel streets along the corridor between the nodes. In addition, this typology anticipates new development to engage with the corridor at the nodes, either by submerging or elevating the corridor, to reconnect communities on either side of the corridor.



Figure 7: Illustrated view of segment typology 3 - no growth along the length of the corridor segment.

Segment Typology 3 - No Growth

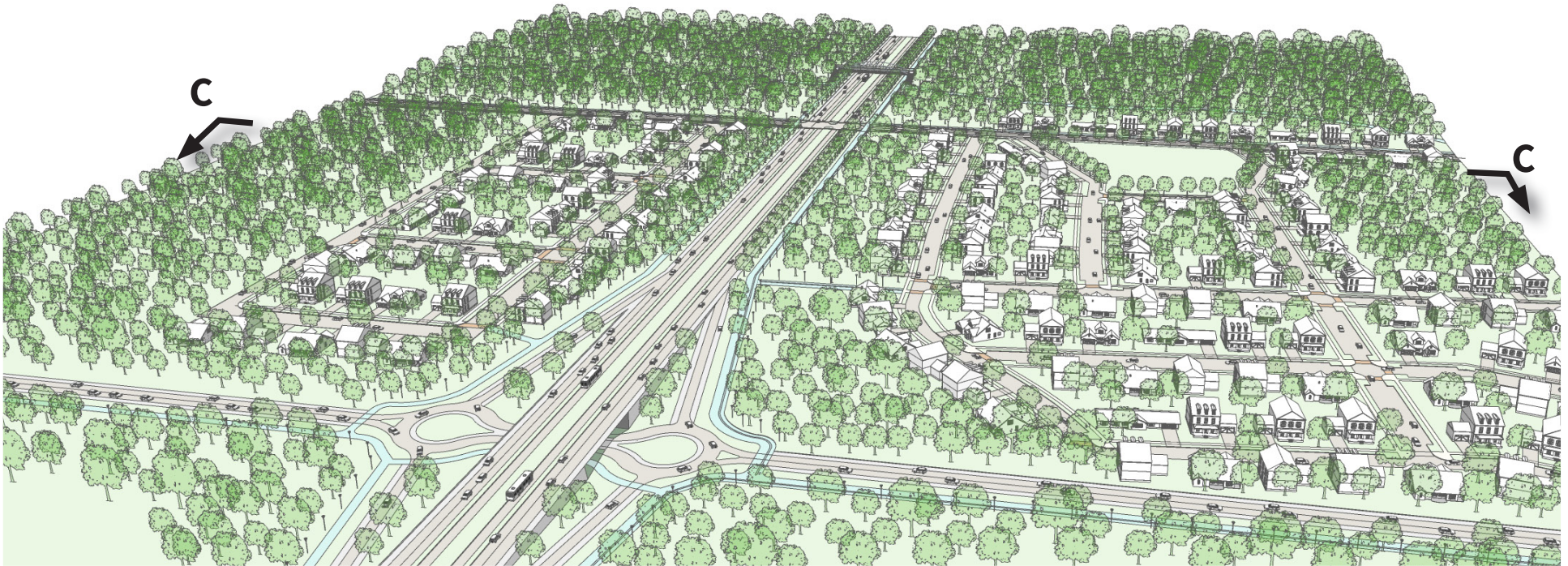


Figure 8: Model view of segment typology 3 - no growth along the length of the corridor segment

Segment Typology 3 - No Growth

TRANSPORTATION			URBAN DESIGN		
Transportation Elements Along the Main Growth Corridor			Urban Design Elements Facing the Growth Corridor		
A	Street Classification	Varies	J	Intensity of Development	No Growth
B	General Purpose Lanes	2-4	K	Building Heights	N/A
C	High Quality Transit (Interim)	Curb Lane Transitway	Urban Design Elements Paralleling the Growth Corridor		
D	High Quality Transit (Permanent)	Two-Way Median Transitway	L	Intensity of Development	Low
E	Walking & Bicycling	Sidepath Both Sides of Street	M	Building Heights	2-4 Stories
F	Protected Crossings: CSDG Spacing Targets	Varies	Design Excellence Criteria*		
G	Grid of Streets: CSDG Spacing Targets	Varies	*Undergrounding of Utilities and Attractive Streetscapes Preferred for Elements Facing the Growth Corridor;		
H	Slower Speeds: CSDG Spacing Targets	35-50	Underground, Structured, or Screened Surface Parking, Street Oriented Development, Undergrounding of		
I	Curb Cuts	N/A	Utilities, Attractive Streetscapes, and Architecture meeting Design Excellence Criteria Required for Elements		
			Paralleling the Growth Corridor		

Table 3: Transportation and urban design elements of segment typology 3.

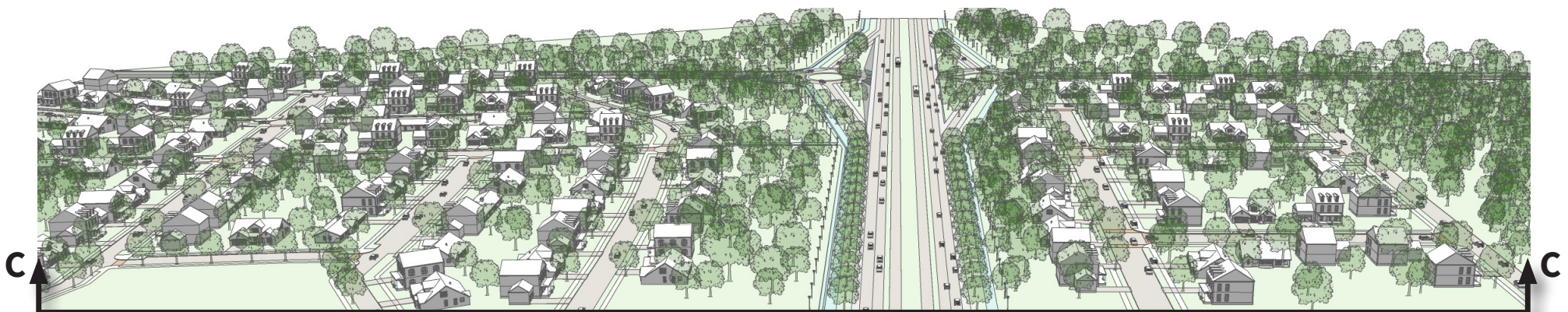
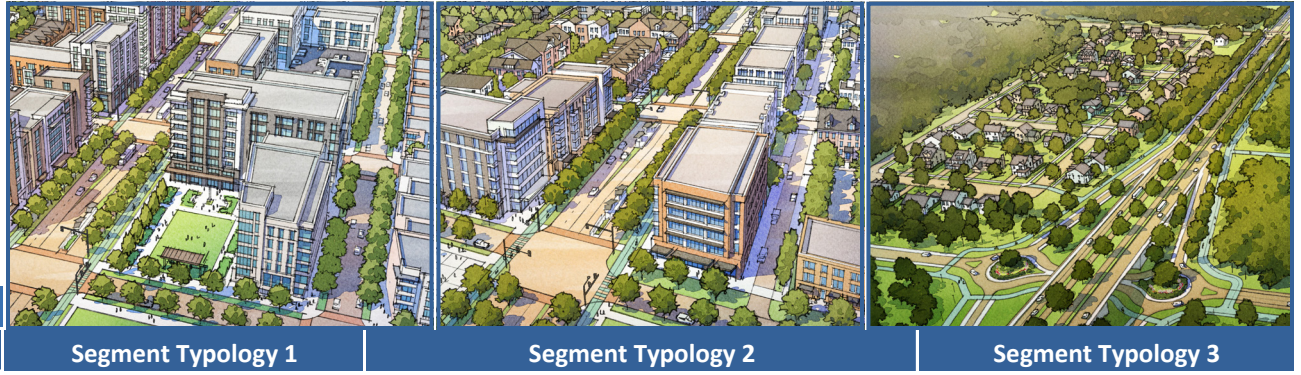


Figure 9: Section of segment typology 3, taken at the “C” location shown in Figure 8, to illustrate the transportation and urban design elements specified in Table 3.

Summary of Segment Typology Characteristics - Transportation



TRANSPORTATION Characteristics

Segment Typology 1

Segment Typology 2

Segment Typology 3

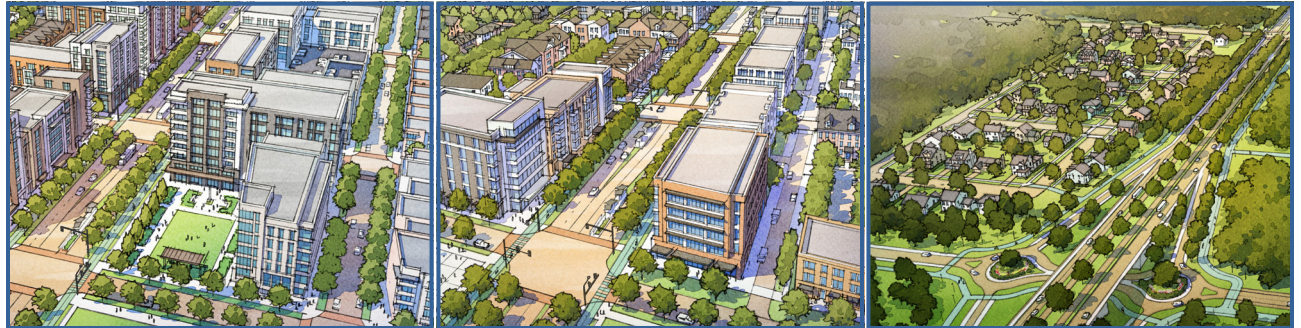
Transportation Elements Along the Main Growth Corridor

Street Classification	New: Growth Corridor Boulevard		Varies
General Purpose Lanes	2 - 4		
High-Quality Transit (Interim)	Curb Lane Transitway		
High-Quality Transit (Permanent)	Two-Way Median Transitway		
Walking & Bicycling	Separated Bike Lanes & Sidewalks		Sidepath Both Sides of Street
Protected Crossings: CSDG spacing targets	400 Feet		Varies
Grid of Streets: CSDG spacing targets	400 Feet		Varies
Slower Speeds: CSDG targets	25		35-50
Curb Cuts	Relocated to Side Street		N/A

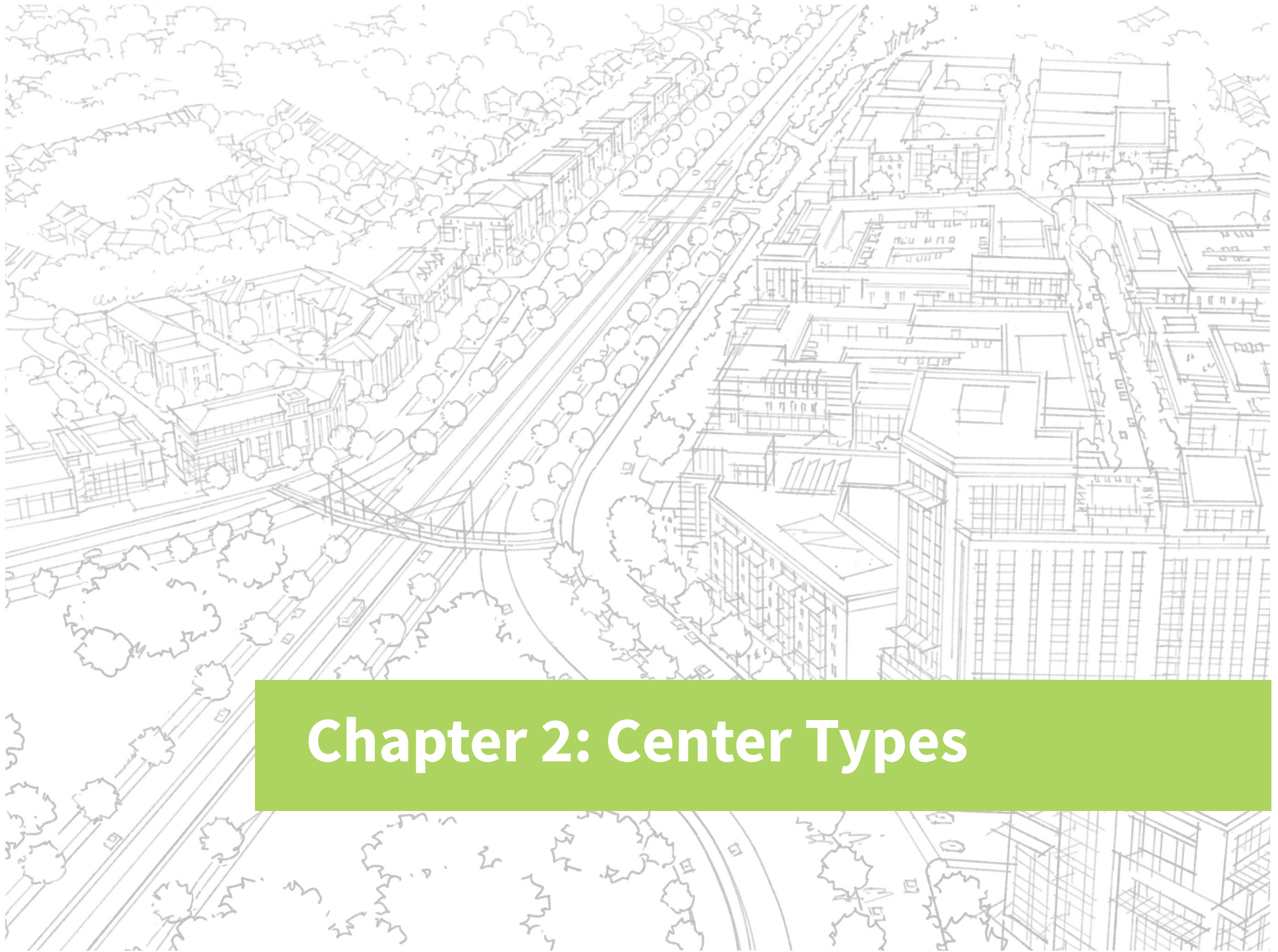
Transportation Elements Along Streets Paralleling the Growth Corridor

Street Classification	Neighborhood Street		Varies
General Purpose Lanes			
Walking & Bicycling			
Protected Crossings: CSDG spacing targets	400 Feet	600 Feet	Varies
Grid of Streets: CSDG spacing targets	400 Feet	600 Feet	Varies
Slower Speeds: CSDG targets	20		
Curb Cuts	Accommodated		

Summary of Segment Typology Characteristics - Urban Design



URBAN DESIGN			
Characteristics			
	Segment Typology 1	Segment Typology 2	Segment Typology 3
Urban Design Elements Facing the Growth Corridor			
Intensity of Development	High	Moderate to High	No Growth
Building Heights	7+ Stories	4-7 Stories	N/A
Parking	Underground or Structured	Underground, Structured, Screened Surface	N/A
Street oriented development		Required	N/A
Active ground floor uses	Required	Required	N/A
Undergrounding of utilities		Required	Preferred
Attractive Streetscapes		Required	Preferred
Architecture meeting Design Excellence Criteria		Required	N/A
Urban Design Elements Paralleling the Growth Corridor			
Intensity of Development	Moderate to High	Low to Moderate	Low Growth
Building Heights	4-7 Stories	2-4 Stories	2-4 Stories
Parking	Underground or Structured	Underground or Structured	Underground, Structured, Screened
Street oriented development		Required	
Active ground floor uses	Required	Required	N/A
Undergrounding of utilities		Required	
Attractive Streetscapes		Required	
Architecture meeting Design Excellence Criteria		Required	



Chapter 2: Center Types

Center to Segment - Transition Example

Growth corridors travel through centers at all scales. Subsequent corridor plans must consider how corridor segment typologies will transition to and from existing and planned centers.

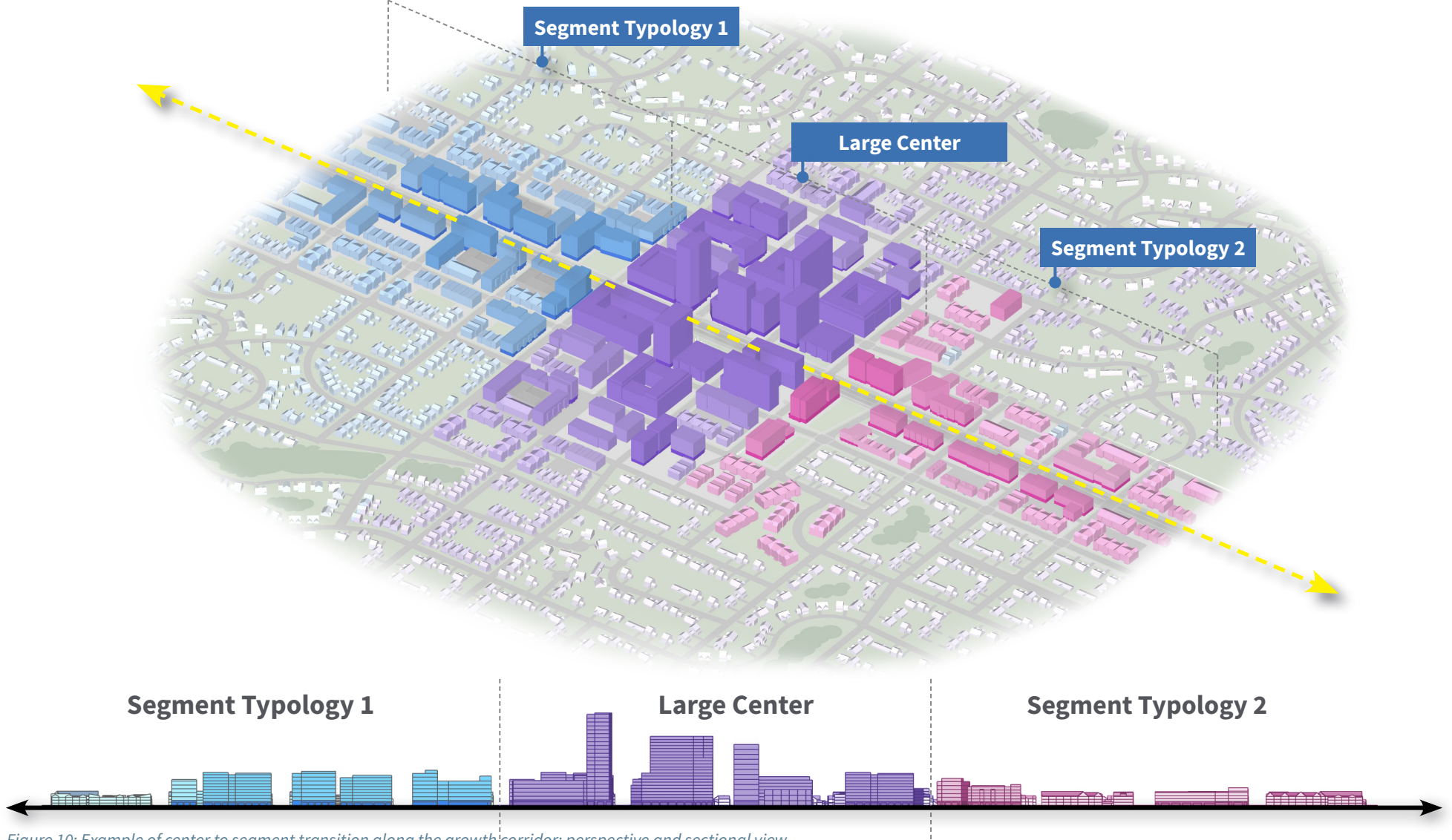


Figure 10: Example of center to segment transition along the growth corridor; perspective and sectional view.

Large Center

Large centers are envisioned as the highest intensity areas generally characterized by significant residential and/or commercial density either existing or planned and are typically close to high quality transit. They include the county's existing and future employment centers and most of the Metrorail stations which provide an opportunity for significant redevelopment.

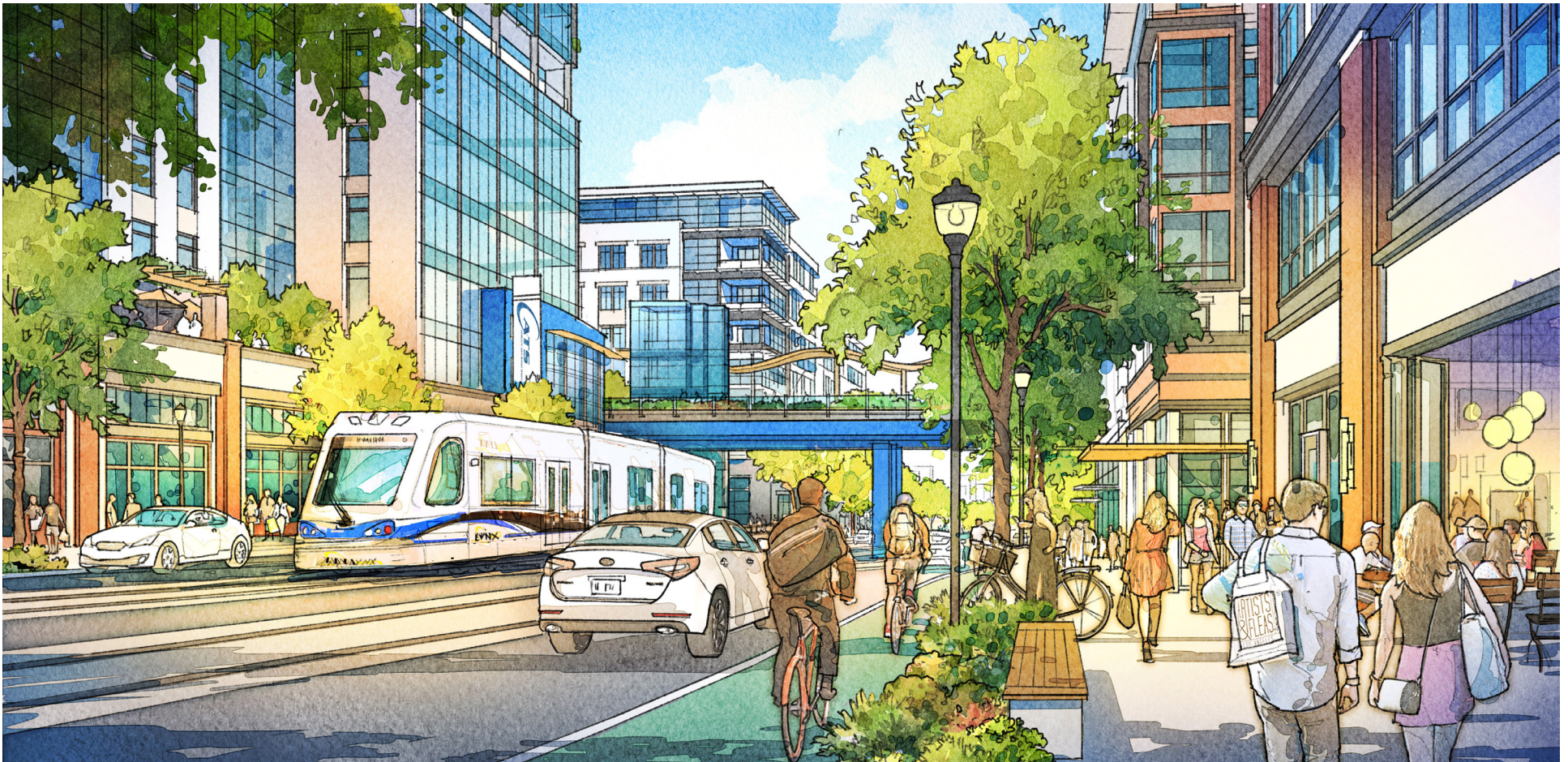


Figure 11: Illustrated view of high intensity, mixed-use large center.

Medium Center

Medium centers are less intense and cover a smaller geography than large centers. The medium centers could include significant clusters of existing or planned residential density, as well as clusters of commercial density, including large shopping centers and office campuses. Medium centers are likely to be close to transit.



Figure 12: Illustrated view of medium center.

Small Center

Small centers are generally characterized by low- to medium-density residential neighborhoods, with clusters of commercial activity, including shopping centers and neighborhood-serving retail.



Figure 13: Illustrated view of low-to-medium density small center.

Villages and Neighborhood Centers

Villages and neighborhood centers are the lowest intensity centers containing a small number of neighborhood-serving uses and located in rural areas and low-density residential neighborhoods.



Figure 14: Illustrated view of low density village or neighborhood center.

Summary of Center Characteristics - Transportation



TRANSPORTATION	Large Center	Medium Center	Small Center	Village / Neighborhood Center
Characteristics				

Transportation Elements Along the Main Growth Corridor

Street Classification	Downtown Boulevard	Downtown Blvd. or Town Center Blvd.	Town Center Boulevard	Area Connector
General Purpose Lanes	2 - 4			2
High-Quality Transit (Interim)	Curb Lane Transitway			N/A
High-Quality Transit (Permanent)	Two-Way Median Transitway			N/A
Walking & Bicycling	Separated Bike Lanes & Sidewalks			Sidepath & Sidewalk
Protected Crossings: CSDG spacing targets	400 Feet		600 Feet	
Grid of Streets: CSDG spacing targets	400 Feet		600 Feet	
Slower Speeds: CSDG targets	25	25	25	25
Curb Cuts	Relocated to Side Street			

Transportation Elements Along Streets Paralleling the Growth Corridor

Street Classification	Downtown Street	Downtown Street or Town Center Street	Town Center Street	
General Purpose Lanes	2			
Walking & Bicycling	Separated Bike Lanes / Shared Streets			Local Streets
Protected Crossings: CSDG spacing targets	400 Feet		600 Feet	
Grid of Streets: CSDG spacing targets	400 Feet		600 Feet	
Slower Speeds: CSDG targets	20	20-25	25	20
Curb Cuts	Accommodated			

Summary of Center Characteristics - Urban Design



URBAN DESIGN				
Characteristics	Large Center	Medium Center	Small Center	Village / Neighborhood Center
Urban Design Elements Facing the Growth Corridor				
Intensity of Development	High	Moderate to High	Low to Moderate	Low
Building Heights	7+ Stories	4-7 Stories	2-4 Stories	House-Scale
Parking	Underground or Structured	Underground, Structured, Screened Surface		Screened Surface
Street oriented development			Required	
Active ground floor uses			Required	
Undergrounding of utilities			Required	
Attractive Streetscapes			Required	
Architecture meeting Design Excellence Criteria			Required	
Urban Design Elements Paralleling the Growth Corridor				
Intensity of Development	High	Moderate to High	Low to Moderate	Low
Building Heights	7+ Stories	4-7 Stories	2-4 Stories	House-Scale
Parking	Underground or Structured	Underground, Structured, Screened Surface		Screened Surface
Street oriented development			Required	
Active ground floor uses			Required	
Undergrounding of utilities			Required	
Attractive Streetscapes			Required	
Architecture meeting Design Excellence Criteria			Required	



Baseline Assumptions for all Typologies

All corridor plan typologies assume transit operating in exclusive transitways, and safe, comfortable, and convenient walking and bicycling. Additionally, all corridor plan typologies incorporate resilience and climate change adaptation, including responses to extreme heat, storms, and flooding, via utility hardening, stormwater management, transportation redundancy, and the provision of shade. All corridor plans shall embody design excellence as a central feature irrespective of the intensity of development and employ a focus on urban form and flexibility of uses as guiding criteria for recommendations.



 **Montgomery Planning**

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