



Briefing on the Subdivision Staging Policy Amendment for the White Oak Policy Area

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Staff Recommendation: Transmit comments on the proposed amendment to the County Council

Summary:

This past fall, Councilmembers Floreen, Navarro, and Rice sponsored Subdivision Staging Policy (SSP) Amendment #14-02 that would change how Local Area Transportation Review (LATR) is conducted for new development in the White Oak Policy Area (© 1-22). In the context of review by the Council's Planning, Housing, and Economic Development (PHED) Committee, various alternatives to this amendment have been put forward. The most recent alternative, proposed by Councilmember Floreen, was discussed by the PHED Committee on February 5th (© 23-25). The PHED Committee has requested the Planning Board and the White Oak civic and business stakeholders review this latest alternative proposal and provide feedback to the Committee. The PHED Committee is scheduled to discuss this matter on March 23rd.

Feedback relevant to the latest proposal has been put forward by two civic stakeholders.

- On February 24th, the Council received commentary regarding the proposed amendment from Eileen Finnegan, President, Hillandale Citizens Association (© 26 -33).
- The Council and Planning Board received a letter dated March 15, 2015 prepared by Dan Wilhelm, President, Greater Colesville Citizens Association (© 34-39). This letter describes a proposed new process that would be an alternative to the existing LATR, TPAR and Transportation Impact Tax processes and conceivably could be applicable in the White Oak Policy Area.

The latest proposal put forward by Councilmember Floreen would replace the current LATR process with a "pay and go" LATR process in the White Oak Policy Area. Transportation Policy Area Review (TPAR) and Transportation Impact Tax process would still be applicable. A key element of the latest proposal is the establishment of a White Oak Local Area Transportation Improvement Program that would be funded by a fee commensurate with an applicant's proportion of the cost of that program. The proportion is based on a subdivision's share of peak-hour vehicle trips generated by all master-planned development in the White Oak Policy Area approved after October 7, 2014. The components of the White Oak Local Area Transportation Program and the fee per peak-hour vehicle trip would be identified from a consolidated traffic study for the entire White Oak Policy Area, assuming the ultimate construction of master-planned development. The components would not include: the US 29 grade-separated interchanges at Stewart Lane and at Tech Road/Industrial Parkway; the US 29 and MD 650 Bus Rapid Transit lines,

and the connection and widening of Old Columbia Pike (including the replacement of the bridge over the Paint Branch).

The scoping details of the proposed consolidated traffic study are currently being developed by MCDOT and are under review by SHA. These details will be provided to Planning Department staff as soon as this information is available.