



MONTGOMERY COUNTY PLANNING BOARD
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

APPROVED
MINUTES

The Montgomery County Planning Board met in regular session on Monday, May 9, 2016, at 9:02 a.m. in the Montgomery Regional Office in Silver Spring, Maryland, and adjourned at 11:02 a.m.

Present were Chair Casey Anderson, Vice Chair Marye Wells-Harley, and Commissioners Amy Presley and Natali Fani-González. Commissioner Norman Dreyfuss was necessarily absent.

Item 1, a worksession for the 2016 Subdivision Staging Policy, is reported on the attached agenda.

There being no further business, the meeting was adjourned at 11:02 a.m. The next regular meeting of the Planning Board will be held on Thursday, May 12, 2016, in the Montgomery Regional Office in Silver Spring, Maryland.

James J. Parsons
Technical Writer

Montgomery County Planning Board Meeting
Monday, May 9, 2016
8787 Georgia Avenue
Silver Spring, MD 20910-3760
301-495-4600

1. Worksession #1 on the Working Draft of the 2016 Subdivision Staging Policy

Staff Recommendation: N/A

BOARD ACTION

Motion:

Vote:

Yea:

Nay:

Other:

Action: Received briefing followed by discussion.

Planning Department staff offered a multi-media presentation and discussed the working draft for the 2016 Subdivision Staging Policy (SSP). Staff stated that the presentation is intended to allow review of the transportation portions of the working draft in order for the Board to determine if those portions are ready to be published as part of the public hearing draft.

Staff stated that from 2015 through 2025, the County is forecasted to gain 72,000 residents, 30,700 households, and 52,300 employees, resulting in a total population of 1,087,000, with 414,000 households, and 572,000 employees by 2025. This projected growth is slower than the growth in previous decades. Staff noted that although the rate of population growth is projected to decrease, the residential character of the County is changing dramatically due to the movement of the population. In 2014, 16,800 residents moved into the County from abroad, with another 46,400 moving in from other areas of the nation. Also, 56,000 residents left the County, while another 83,125 relocated to other areas within the County. Also in 2014, the County had 13,214 births, which was the first increase in births in six years. Although the baby boomer and millennial populations each make up 25 percent of the current total population, by 2025, the baby boomer population is expected to make up only 19 percent, while the millennial population is expected to be 28 percent. The patterns of growth forecasted for 2010

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1. Worksession #1 on the Working Draft of the 2016 Subdivision Staging Policy

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through 2045 show that of the 33 established policy areas in the County, 14 of them, which comprise 14 percent of the County's total land area, will contain 76 percent of the projected increase in households, 73 percent of the projected increase in population, and 82 percent of the projected increase in employment.

Staff stated that the SSP is intended to support the County and master plan goals by directing development to established communities and town centers; preserving parkland and agricultural land; providing better transportation choices; enhancing quality of life through increased access to jobs, shopping, and entertainment; reducing greenhouse gas emissions and stormwater runoff; and promoting affordable housing. Staff noted existing issues with the current SSP that may limit support of these goals, specifically policy area groupings that are not sufficiently related to travel demand, too much reliance on Level of Service (LOS) and other auto-oriented measures, utilizing scales of analysis that do not always sufficiently match the size and characteristics of the area or project, intersection capacity and vehicle delay providing too narrow a focus in some areas, mitigation that is not always provided in the desired form, and a lack of recognition of the connection between parking and travel demand. To address these issues, staff recommended expanding policy areas from three to four groups, identified as the Core, Residential, Corridor, and Rural areas; removing policy area tests based on LOS performance standards; removing Critical Lane Volume (CLV) as a measure of intersection adequacy and using it solely as a Traffic Impact Study screening tool; using person trips by travel mode rather than vehicle trips as a screening tool; exempting the Core policy area from traffic study requirements; incorporating trip reduction based on parking; lowering the CLV threshold that triggers more robust analysis from 1600 to 1350; allowing applicants proposing development in Road Code urban areas to make a payment in lieu of construction as the first course of action rather than as a measure of last resort; reducing the calculated trip generation rate for proposed development that provides parking at or below the required minimum; discounting the Transportation Impact Tax based on the percentage of parking spaces provided below the minimum required; and revising transportation impact tax rates.

The next steps for the SSP include approval of a public hearing draft, setting a public hearing for June 2, Planning Board worksessions throughout June, transmittal to the County Council scheduled for late July, Council worksessions scheduled for the fall, and adoption by the Council scheduled for November 15. Staff noted that discussion of the SSP, specifically schools and further studies, would continue at the next worksession, scheduled for May 12.

The following speakers offered testimony: Ms. Melanie Manfield of Leland Street; Mr. Charles Tilford of the Greater Goshen Civic Association; Mr. Cherian Eapen of the Coalition for Upcounty; Mr. Dan Wilhelm of the Greater Colesville Citizens Association; and Mr. John Robinson of Old Spring Road.

Following extensive Board discussion with questions to staff and the speakers, Chair Anderson suggested that staff rename the Residential policy area group the Wedge policy area group, noting that the Wedge designation could aid in avoiding confusion. The Planning Board then approved by consensus the publication of the transportation section of the working draft as the public hearing draft.