





Subdivision Staging Policy Amendments: White Flint Metro Station Policy Area; Mode Share Goals from Recent Master Plans; Technical Corrections and Revisions

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Completed: 3/15/2018

Description

The County Council's approval of the 2018 *White Flint 2 Sector Plan* requires an amendment to the 2016-2020 Subdivision Staging Policy (SSP) to revise the boundaries of the White Flint Metro Station Policy Area (MSPA) and the North Bethesda Policy Area to include three additional properties:

- (1) 6000 Executive Boulevard (Guardian);
- (2) 6001, 6003 and 6011 Executive Boulevard (Willco); and
- (3) Parcels N208, N279, N174 and N231 (a portion of the Wilgus property).

In addition to the boundary revisions to the Metro Station Policy Areas, the amendment also includes several technical corrections.

Background on Metro Station Policy Area Revisions

The approved and adopted *White Flint 2 Sector Plan* requires that the County Council amend the North Bethesda Policy Area within three months of adopting the Sectional Map Amendment (SMA) for the *White Flint 2 Sector Plan*. It is anticipated that the White Flint 2 SMA will be approved by the County Council in April 2018.

The *White Flint 2 Sector Plan* area is within the North Bethesda Policy Area. In the 2016-2020 SSP, the congestion standard for signalized intersections in the North Bethesda Policy Area Local Area Transportation Review (LATR) is a volume-to-capacity ratio of 0.97 (using the Highway Capacity Manual method), which translates to an average vehicle delay equivalent of 71 seconds per vehicle.

The 2010 *White Flint Sector Plan*, which is adjacent to White Flint 2, exempts new development from LATR because new transportation infrastructure in the Plan area is funded through the existing White Flint Special Taxing District. The 2016-2020 SSP confirmed the 2010 *White Flint Sector Plan* area's exemption from LATR.

The White Flint Metro Station Policy Area congestion standard for signalized intersections, which covers the 2010 *White Flint Sector Plan* area, is a volume-to-capacity ratio of 1.13, which translates to an average vehicle delay equivalent of 120 seconds per vehicle.

Analysis of Metro Station Policy Area Revisions

This proposed SSP amendment will permit a higher signalized intersection congestion standard for the Guardian and Willco properties, as well as a portion of the Wilgus properties. These three properties will also be exempt from LATR requirements. All other 2018 *White Flint 2 Sector Plan* properties will follow the North Bethesda Policy Area congestion standard for signalized intersections.

As illustrated in Figure 1, these properties are immediately west of the 2010 *White Flint Sector Plan* area and are in proximity to the existing and future White Flint Metro Station entrances, as well as new roadway infrastructure.

In addition to amending the SSP to reflect the changes described above, it is anticipated that the Council will amend the White Flint Special Taxing District within six months of the SMA adoption for the Guardian, Willco, and Wilgus properties.

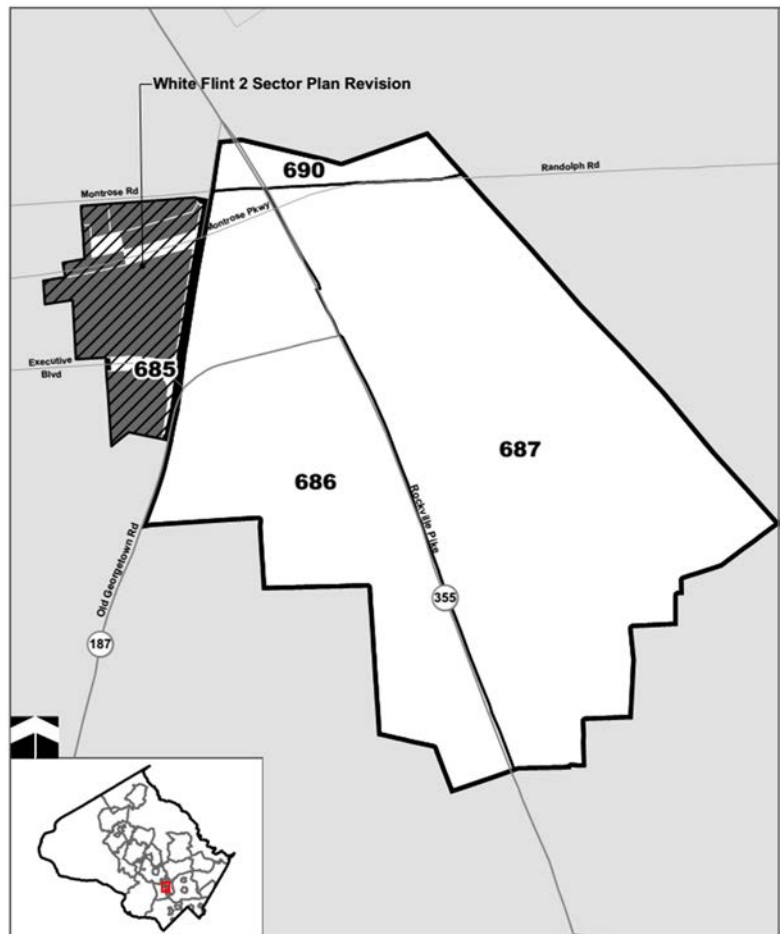


Figure 1: White Flint MSPA with the proposed expansion for three properties in the *White Flint 2 Sector Plan* area.

Subdivision Staging Policy Technical Corrections

In addition to the White Flint 2 SSP amendment, several technical corrections and revisions are proposed to the 2016-2020 SSP:

- Correct the reference to the table number showing the intersection level of service by policy area.
- Clarify that the *de minimus* threshold for performing a Local Area Transportation Review (LATR) traffic study is 5 or fewer peak-hour vehicle trips.
- Correct the provision in the Silver Spring section that refers to Critical Lane Volumes (CLVs) and replace it with Highway Capacity Manual (HCM) volume/capacity ratios.
- Update Section TL.4 to include Non-Auto Driver Mode Share (NADMS) goals recommended in recently approved master and sector plans.

Recommendation

Staff supports the proposed amendments to the 2016-2020 SSP to reflect the recommendations in the approved and adopted 2018 *White Flint 2 Sector Plan*, to add the mode share goals for recently approved master and sector plans, and to make several technical corrections and revisions.

Attachment

Draft County Council Resolution of Amendments to the 2016-2020 Subdivision Staging Policy

Resolution No: _____
Introduced: _____
Adopted: _____

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

By: Council President

SUBJECT: Amendment to the 2016-2020 Subdivision Staging Policy in association with the White Flint 2 Sector Plan and other technical corrections and revisions

Background

1. On November 15, 2016 the County Council approved Resolution 18-671, the 2016-2020 Subdivision Staging Policy.
2. County Code §33A-15(f) allows either the County Council, County Executive, or the Planning Board to initiate an amendment to the Subdivision Staging Policy.
3. On February 27, 2018, in accordance with §33A-15, the Council introduced proposed technical amendments to amend Resolution 18-671 in association with the White Flint 2 Sector Plan and other technical corrections and revisions.
4. On April 3, 2018, the County Council held a public hearing on the Draft Amendment to the Subdivision Staging Policy.
5. The Council's Planning, Housing, and Economic Development Committee conducted a worksession on the Draft Amendment to the Subdivision Staging Policy.
6. The Council conducted a worksession on the Draft Amendment to the Subdivision Staging Policy, at which careful consideration was given to the public hearing testimony, updated information, recommended revisions and comments of the County Executive and Planning Board, and the comments and concerns of other interested parties.

Action

The County Council for Montgomery County, Maryland, approves the following Resolution:

The 2016-2020 Subdivision Staging Policy is amended as follows, including replacing Maps 22 and 37, attached:

* * *

Guidelines for Transportation Facilities

* * *

TL Local Area Transportation Review (LATR)

* * *

TL1 Standards and Procedures

To achieve an approximately equivalent transportation level of service in all areas of the County, greater vehicular traffic congestion is permitted in policy areas with greater transit accessibility and usage. For motor vehicle adequacy, Table [2] 1 shows the intersection [level of service] congestion standards by policy area. For intersections located within Red or Orange policy areas, the Highway Capacity Manual delay-based level of service standard applies to all study intersections. For intersections located within Yellow or Green policy areas, the Critical Lane Volume (CLV) level of service standard applies to study intersections with a CLV of 1,350 or less and the Highway Capacity Manual delay-based level of service standard applies to study intersections with a CLV of more than 1,350.

* * *

If use and occupancy permits for at least 75% of the originally approved development were issued more than 12 years before the LATR study scope request, the number of signalized intersections in the study must be based on the increased number of peak hour vehicle trips rather than the total number of peak hour vehicle trips. In these cases, LATR is not required for any expansion that generates 5 or fewer additional peak hour vehicle trips.

* * *

TL4.1 Silver Spring CBD Policy Area and Transportation Management District

The Local Area Transportation Review for the Silver Spring CBD policy area must [reflect] use the following assumptions and guidelines:

- Each traffic limit is derived from the heaviest traffic demand period in Silver Spring's case, the p.m. peak hour outbound traffic.

- When tested during a comprehensive circulation analysis, the [critical lane volumes] HCM volume/capacity ratios for intersections in the surrounding Silver Spring/Takoma Park policy area must not be worse than the adopted level of service standards shown in Table [2] 1 unless the Planning Board finds that the impact of improving the intersection is more burdensome than the increased congestion.
- The Planning Board and the Department of Transportation must implement Transportation Systems Management for the Silver Spring CBD. The goal of this program must be to achieve the commuting goals for transit use and auto occupancy rates set out below.
- The County Government, through the Silver Spring Parking Lot District, must constrain the amount of public and private long-term parking spaces.

* * *

TL4.3 Bethesda TMD

In the Bethesda Transportation Management District, the blended goal for residents and workers is [37%] 55% non-auto-driver mode share [for workers].

* * *

TL4.8 Chevy Chase Lake Sector Plan

In the Chevy Chase Lake Sector Plan Area, the non-auto-driver mode share goals are 49% for residents and 36% for workers.

TL4.9 Long Branch Sector Plan

In the Long Branch Sector Plan Area, the non-auto-driver mode share goals are 49% for residents and 36% for workers.

TL4.10 Rock Spring Master Plan

In the Rock Spring Master Plan Area, the non-auto-driver mode share goals are 41% for residents and 23% for workers.

TL4.11 Lyttonsville Sector Plan

In the Lyttonsville Sector Plan Area, the goal for residents is 50% non-auto-driver mode share.

TL4.12 White Flint Sector Plan

In the White Flint Sector Plan Area, a blended goal for residents and workers of 34% non-auto-driver mode share must be met before proceeding to Phase 2 of development, a blended goal for residents and workers of 42% non-auto-driver mode share must be met before proceeding to Phase 3 of development, and, by buildout, the non-auto-driver mode share goals are 51% for residents and 50% for workers.

Resolution No. _____

TL4.13 White Flint 2 Sector Plan

In the White Flint 2 Sector Plan Area, the blended goal for residents and workers is 42% non-auto-driver mode share.

TL4.14 Grosvenor-Strathmore Metro Area Master Plan

In the Grosvenor-Strathmore Metro Area Master Plan Area, the blended goal for residents and workers is 50% non-auto-driver mode share.

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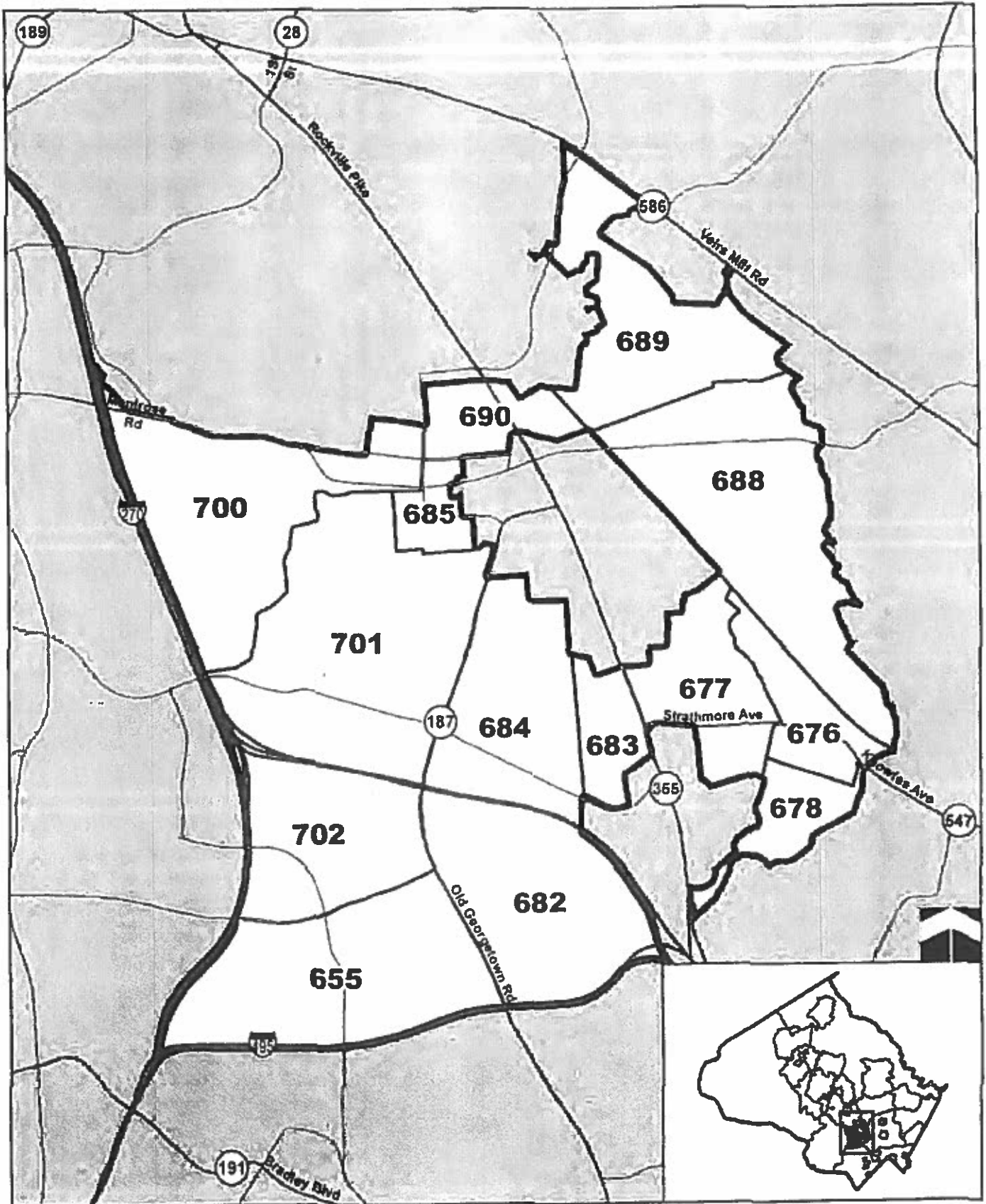
This is a correct copy of Council action.

Megan Davey Limarzi, Clerk of the Council

North Bethesda Policy Area

MAP 22

with Traffic Analysis Zones

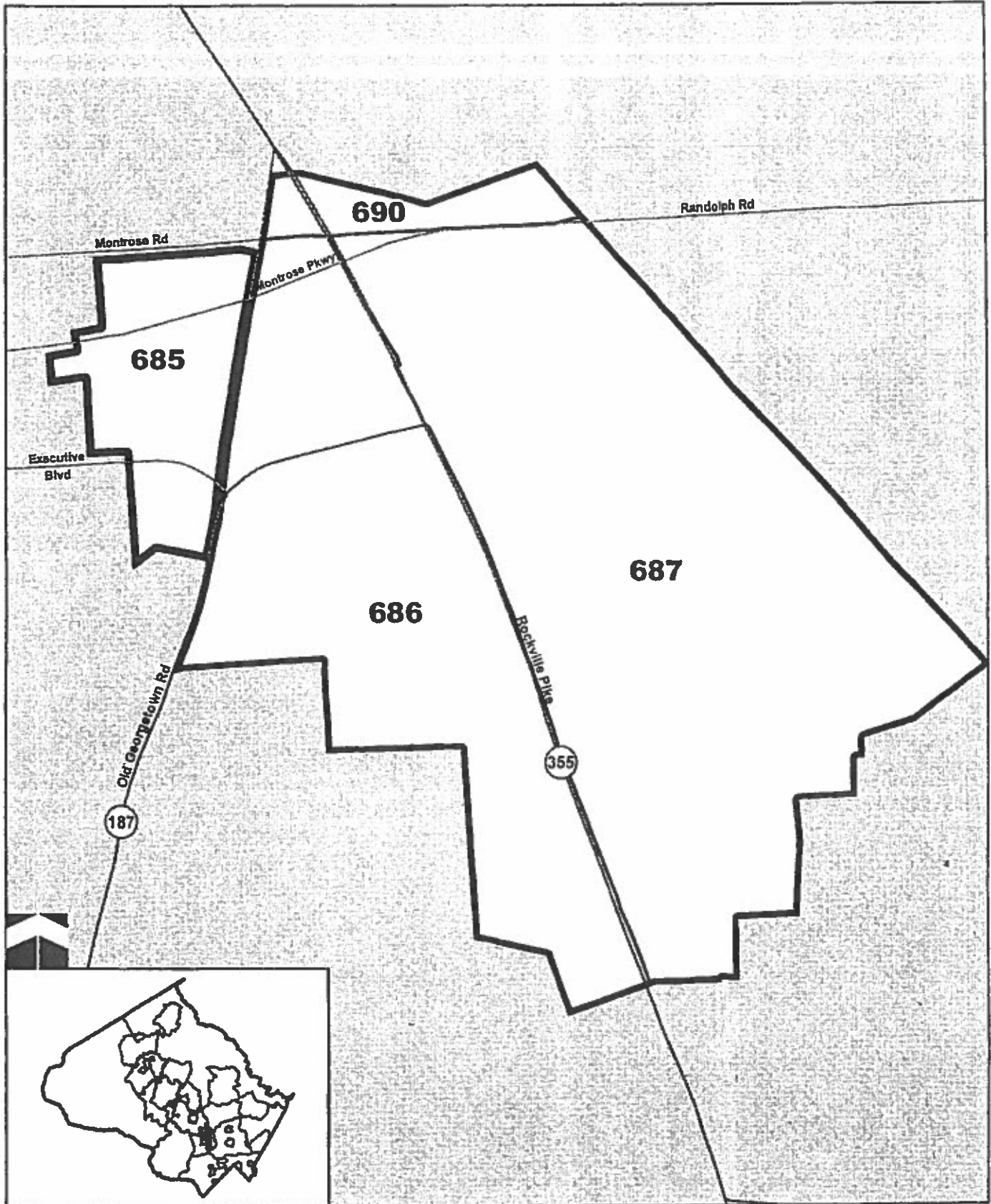


(5)

White Flint Policy Area

MAP 37

with Traffic Analysis Zones



(6)