

AGENDA ITEM #13
March 23, 2010

Public Hearing

MEMORANDUM

March 19, 2010

TO: County Council

FROM: Glenn Orlin, Deputy Council Staff Director
Michael Faden, Senior Legislative Attorney

SUBJECT: **Public Hearing**—resolution to amend 2009-2011 Growth Policy: White Flint Metro Station Policy Area

As an outcome of its deliberations on the White Flint Sector Plan, the Planning, Housing, and Economic Development (PHED) Committee is recommending an amendment to the 2009-2011 Growth Policy to address three issues relating to staging the plan:

- To exempt any proposed development located in the White Flint Metro Station Policy Area from Policy Area Mobility Review.
- To exempt any proposed development located in the White Flint Metro Station Policy Area from Local Area Transportation Review if the development will be required to provide substantial funds to a new development district or a new impact tax district to finance master-planned public improvements in that Policy Area.
- Expand the boundary of the MSPA so that it coincides with the White Flint Sector Plan boundary. By doing this, the North Bethesda Road Code Urban Area would also shrink somewhat.

The amendment (including maps) on ©1-5 reflects the PHED Committee's recommendation.

Council action is tentatively scheduled for April 6.

Resolution No. _____

Introduced: _____

Adopted: _____

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

By: Planning, Housing, and Economic Development Committee

SUBJECT: Amendment to County Growth Policy regarding the White Flint Metro Station Policy Area

BACKGROUND

1. Under County Code §33A-15(h), the County Council may amend an adopted County Growth Policy by resolution after notifying certain agencies and holding a public hearing.
2. A public hearing was held on this resolution on (date).
3. This amendment is necessary to implement staging of the approved White Flint Sector Plan.

ACTION

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

The 2009-2011 County Growth Policy, as adopted by Resolution 16-1187, is amended as follows:

* * *

Guidelines for Transportation Facilities

* * *

TP2.2.1 Geographic Areas

In conducting Policy Area Mobility Reviews, each Metro station policy area is included in its larger parent policy area, so that:

- the Bethesda CBD, Friendship Heights, and Bethesda-Chevy Chase policy areas are treated as a single policy area;
- the Grosvenor, White Flint, Twinbrook, and North Bethesda policy areas are treated as a single policy area;

- the Rockville Town Center and Rockville City policy areas are treated as a single policy area;
- the Shady Grove and Derwood policy areas are treated as a single policy area;
- the Silver Spring CBD and Silver Spring-Takoma Park policy areas are treated as a single policy area; and
- the Wheaton CBD, Glenmont, and Kensington-Wheaton policy areas are treated as a single policy area.

The Rural East policy area consists of all area east of I-270 that is not located in another planning area. The Rural West policy area consists of all area west of I-270 that is not located in another planning area.

Any proposed development located in the White Flint Metro Station Policy Area is exempt from Policy Area Mobility Review. However, the traffic impact of any development in that Policy Area must be considered in any Policy Area Mobility Review calculation for any development elsewhere.

* * *

TL2 Metro Station Policy Area LATR Standards

In each Metro Station Policy Area, the Planning Board, in consultation with the Department of Transportation, must prepare performance evaluation criteria for its Local Area Transportation Review. These criteria must be used to accomplish: (a) safety for pedestrians and vehicles; (b) access to buildings and sites; and (c) traffic flow within the vicinity, at levels which are tolerable in an urban situation. The County Executive also must publish a Silver Spring Traffic Management Program after receiving public comment and a recommendation from the Planning Board. This program must list those actions to be taken by government to maintain traffic flow at tolerable levels in the Silver Spring CBD and protect the surrounding residential area.

Any proposed development located in the White Flint Metro Station Policy Area is exempt from Local Area Transportation Review if the development will be required to provide substantial funds to a new development district or a new impact tax district to finance master-planned public improvements in that Policy Area. However, the traffic impact of any development in that Policy Area must be considered in any Local Area Transportation Review calculation for any development elsewhere.

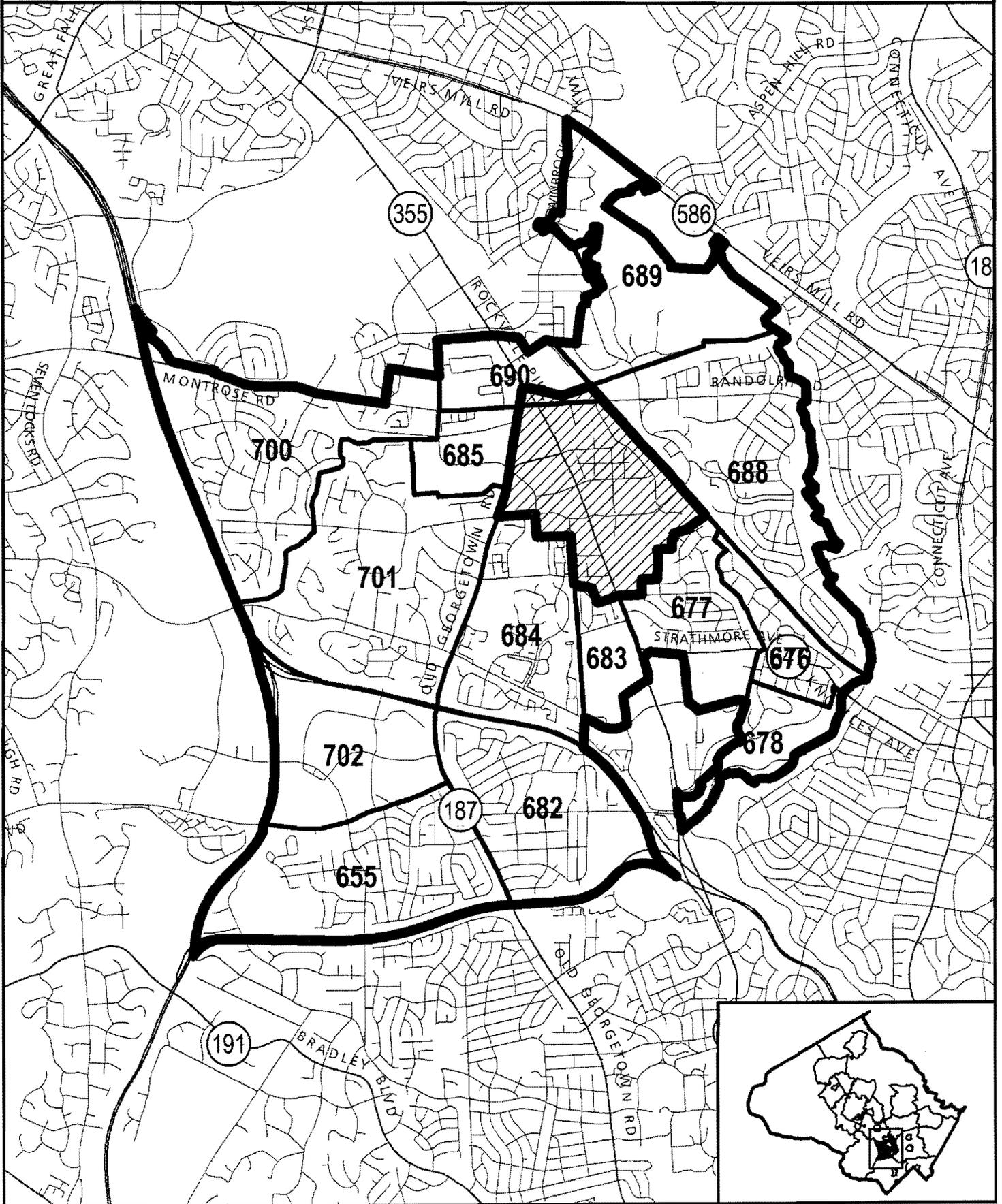
* * *

Replace Map 19, "North Bethesda Policy Area," with a new Map 19, attached.
Replace Map 33, "White Flint Metro Station Policy Area," with a new Map 33, attached.
Replace Map 35, "North Bethesda Road Code Urban Area," with a new Map 35, attached.

This is a correct copy of Council action.

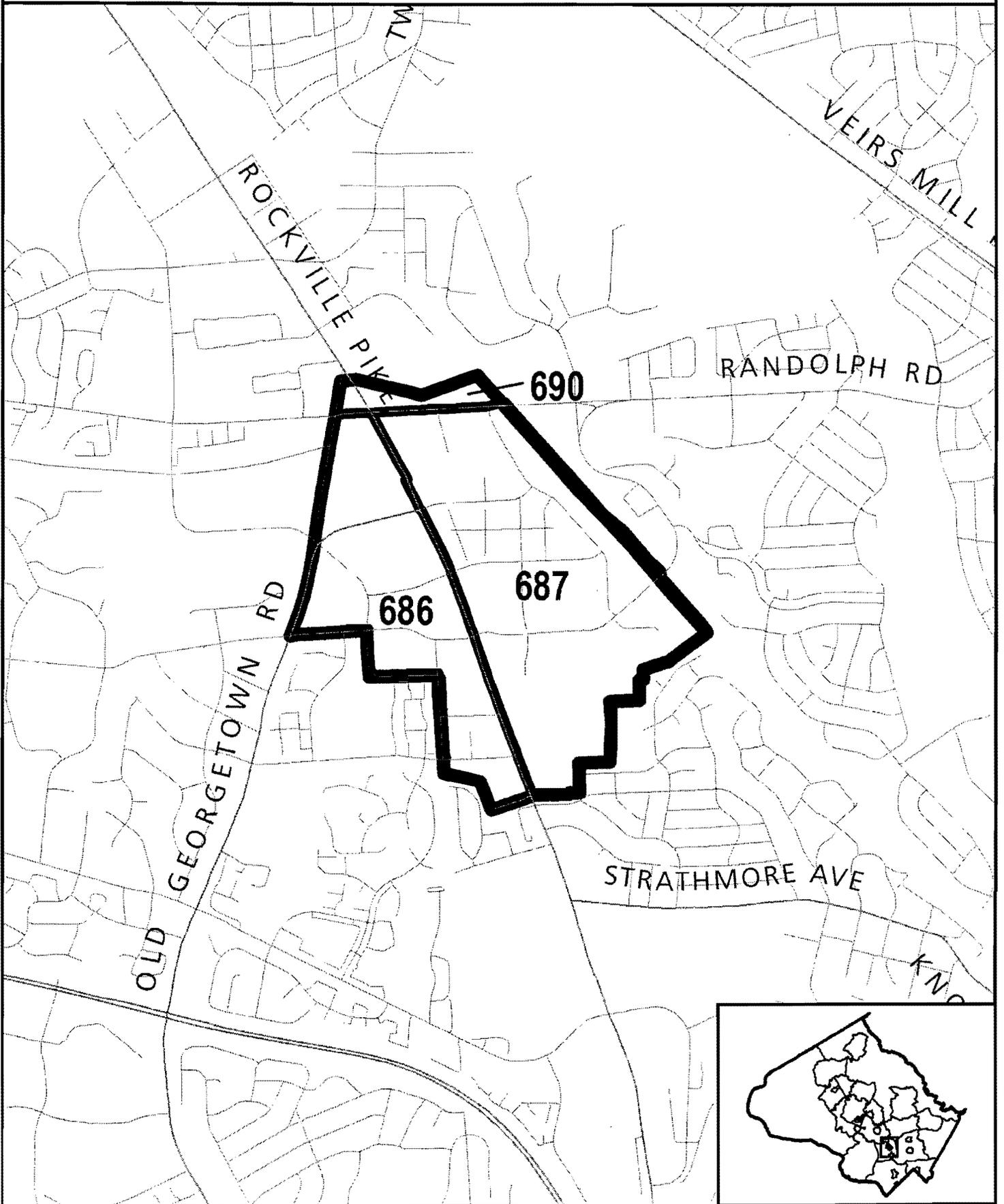
North Bethesda Policy Area with Traffic Zones

MAP 19



White Flint Policy Area with Traffic Zones

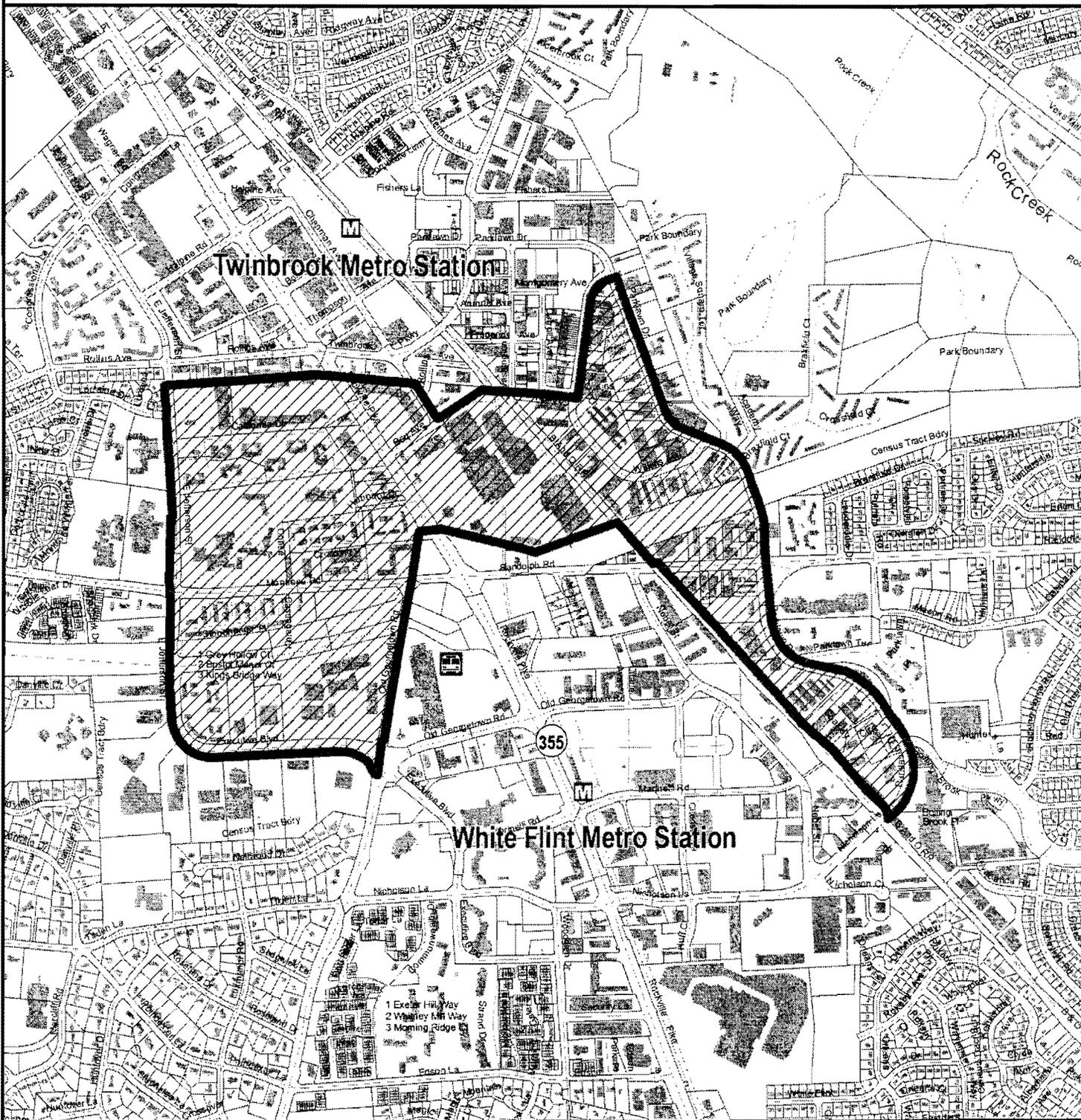
MAP 33



North Bethesda Road Code Urban Area

Without the 2010 White Flint MSPA

MAP 35



Metro Stations



MARC Stations



Park and Ride Lots



North Bethesda Road Code Urban Area
(Without the 2010 White Flint MSPA)

0 0.3 Miles

0 0.6 Kilometers



Location

