

Resolution No: 18-1087
Introduced: February 27, 2018
Adopted: April 17, 2018

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

Lead Sponsor: 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:

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Guidelines for Transportation Facilities

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TL Local Area Transportation Review (LATR)

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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.

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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.

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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].

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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.

TL4.13 White Flint 2 Sector Plan

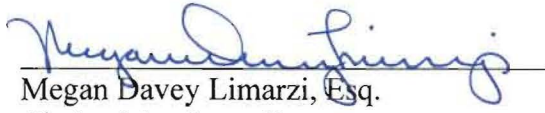
In the White Flint 2 Sector Plan Area, the blended goal for residents and workers is 42% non-auto-driver mode share.

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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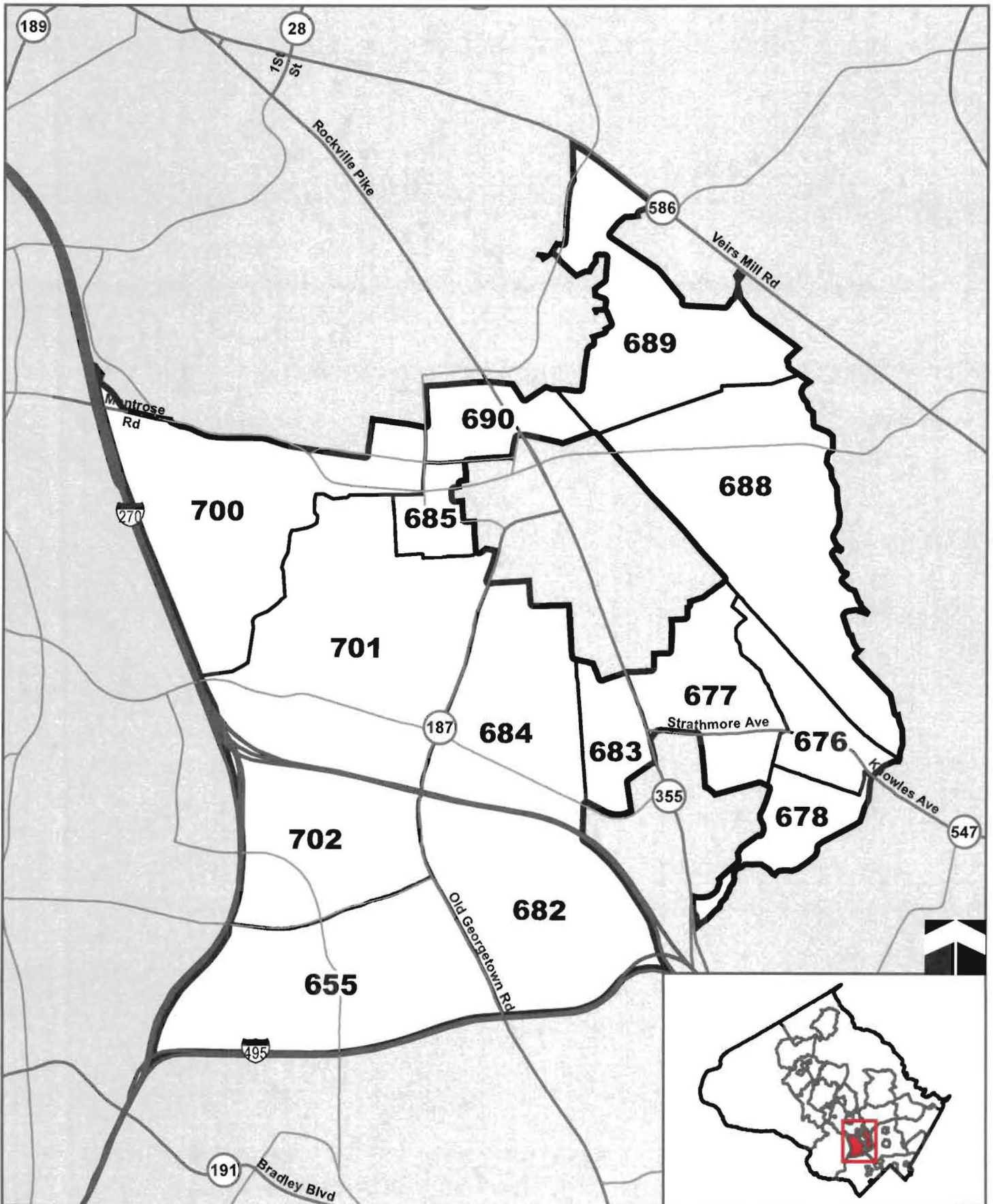
This is a correct copy of Council action.


Megan Davey Limarzi, Esq.
Clerk of the Council

North Bethesda Policy Area

MAP 22

with Traffic Analysis Zones



White Flint Policy Area

MAP 37

with Traffic Analysis Zones

