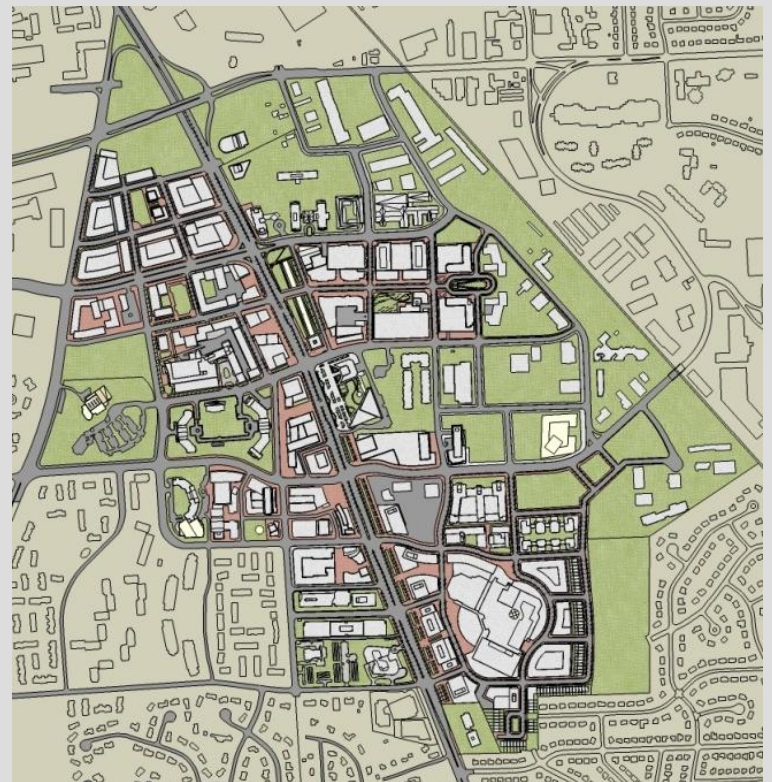


White Flint Sector Plan Implementation Transportation Approvals/Monitoring

White Flint Sector Plan Implementation Committee
December 13, 2010

Discussion Topics

1. Approvals / Monitoring Overview
2. CLATR
3. Biennial Monitoring Program



Transportation Approval Mechanism – process to address satisfaction of APF via the special taxing district and to ensure that approvals are consistent with the staging plan

- Growth Policy
- Changes to Section 8

Biennial Monitoring Program – process to assess the following elements to inform the development of the County's CIP.

- Development approvals
- Public facilities / amenities
- Status of CIP and Growth Policy as related to White Flint
- **Comprehensive Local Area Transportation Review (CLATR)**
- Staging Plan

The Advisory Committee has a defined role in the monitoring program.

Both the **Transportation Approval Mechanism** and the **Biennial Monitoring Program** must be approved by the Planning Board by July 23, 2011.

Purpose of CLATR

1. Provide information on anticipated development effects (in lieu of traffic studies)
2. Inform recommendations about **next generation** of CIP projects / TDM programs
 - Local streets in Sector Plan area
 - Programs to improve mode share
 - Intersections outside Sector Plan area
3. Inform Plan progress on Plan implementation / staging

Similar to processes in Bethesda, Shady Grove, and Great Seneca Science Corridor.

Incorporated into Countywide biennial master plan implementation report to Council / Executive in summer of odd-numbered years.

Schedule for CLATR

Activities	Timeframe
Existing conditions / forecast assumptions	December – January
Technical analyses	February – April
Review by Implementation Committee / Planning Board	May - June
Delivery to Council	July

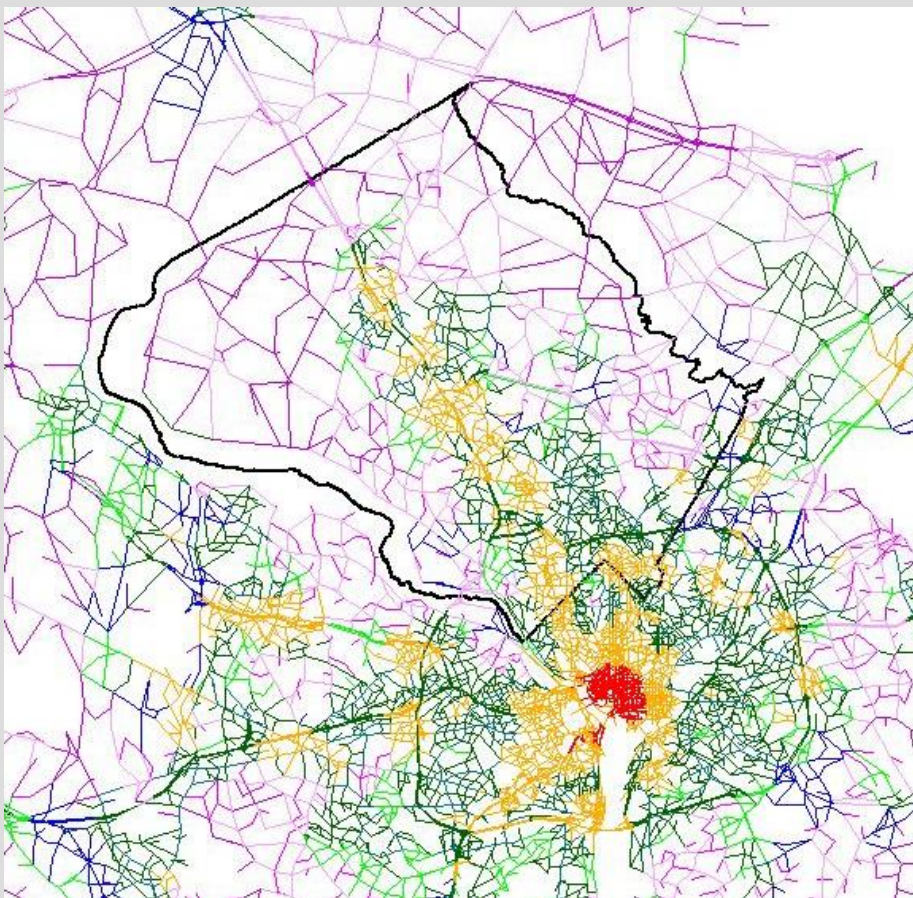
Coordinated with:

- Countywide BRT study
- City of Rockville Master Planning for Rockville’s Pike
- Subdivision Staging Policy (i.e. Growth Policy)

Components of CLATR

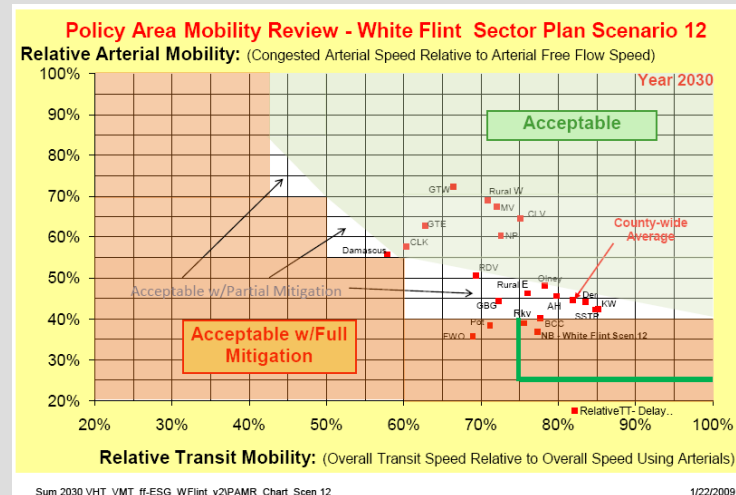
- Areawide performance – PAMR (with consideration of TPAR)
- Local performance – LATR
- Mode share analysis

ANALYSIS TOOLS – TRAVEL/3 MODEL



Four-step model

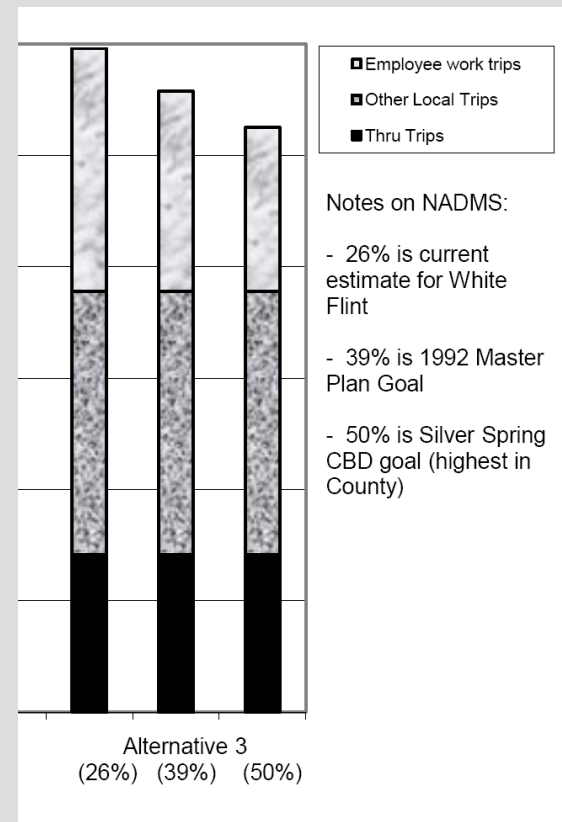
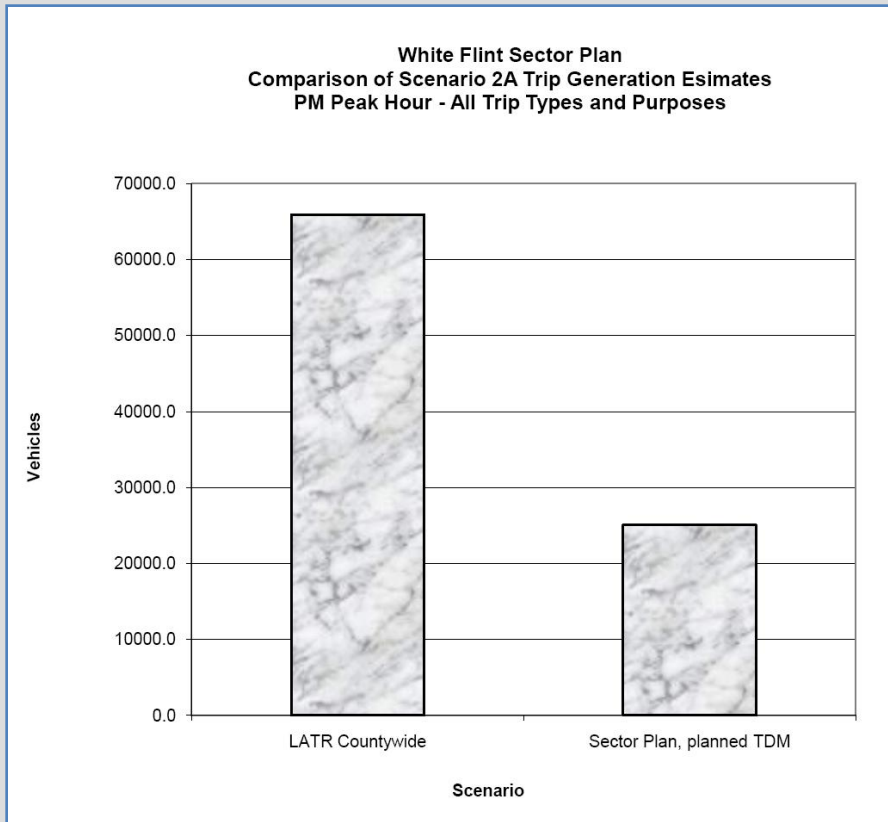
- Trip generation
- Trip distribution
- Mode choice
- Trip assignment



Note: PAMR and TPAR both apply the same basic travel forecasting process.

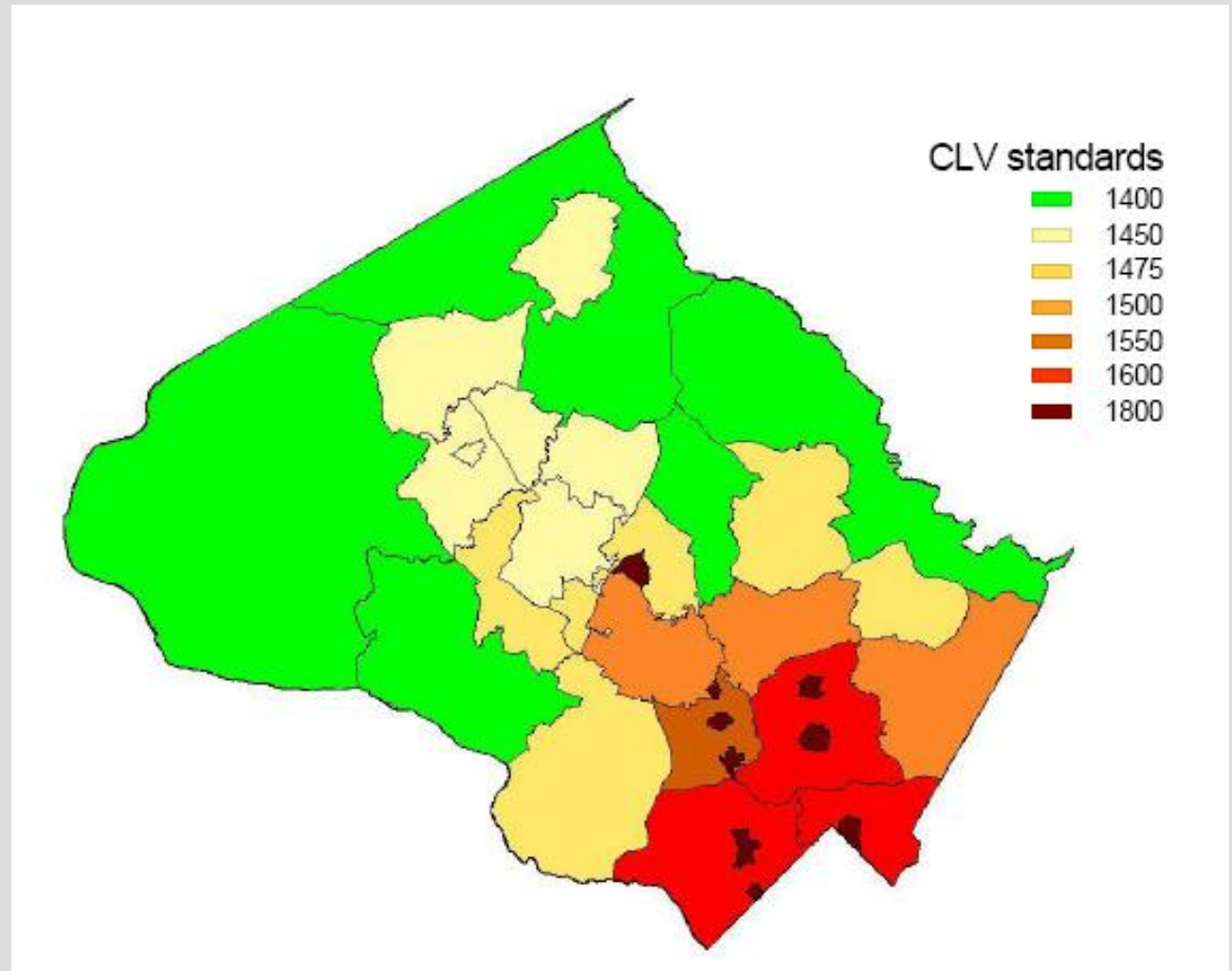
White Flint Sector Plan

CLATR CONSIDERATION OF LOCALIZED TRAVEL MODE



LATR

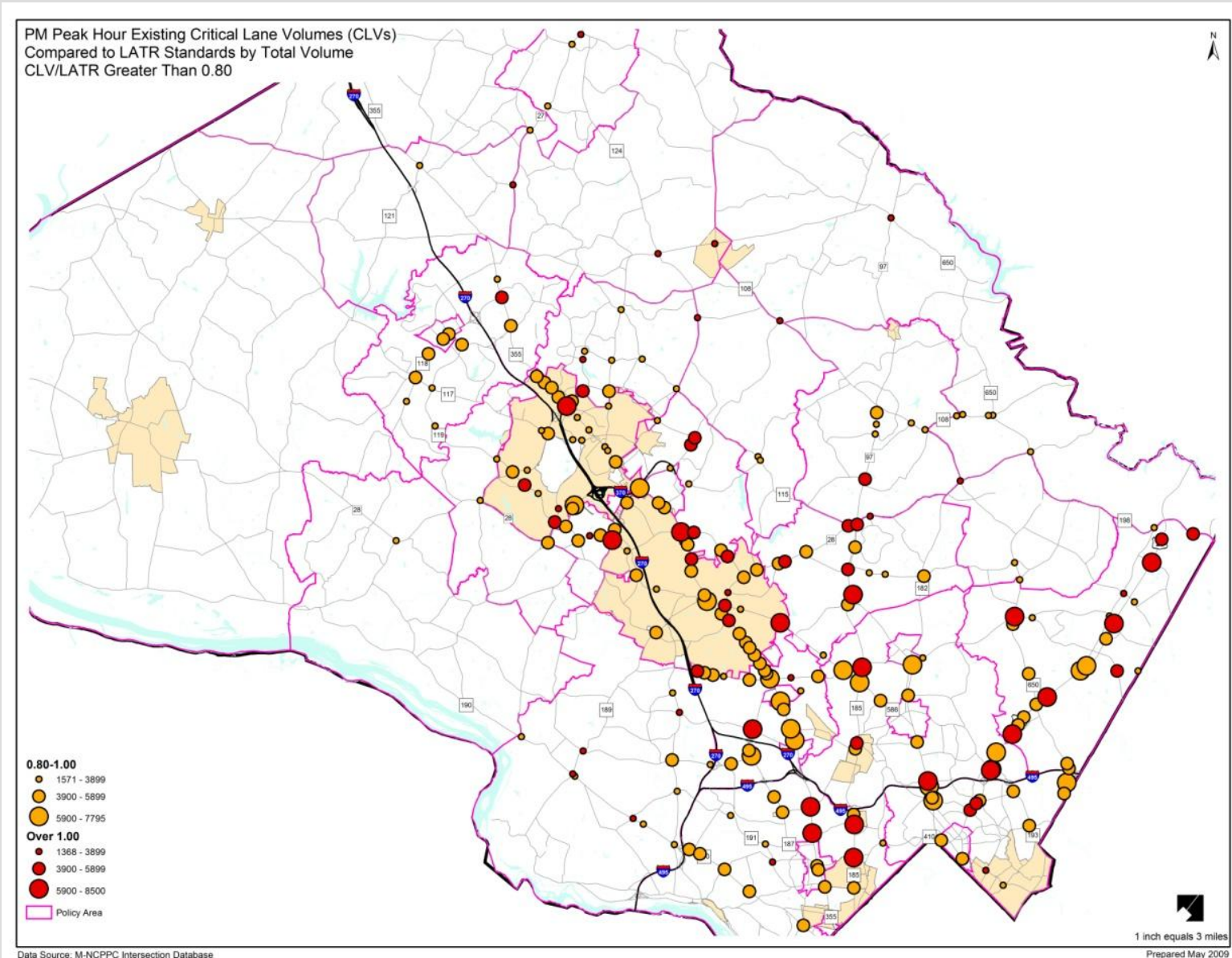
- Intersection performance per Critical Lane Volume (CLV) technique
- CLV standards set by policy area



Note: White Flint Policy Area boundaries amended in 2009

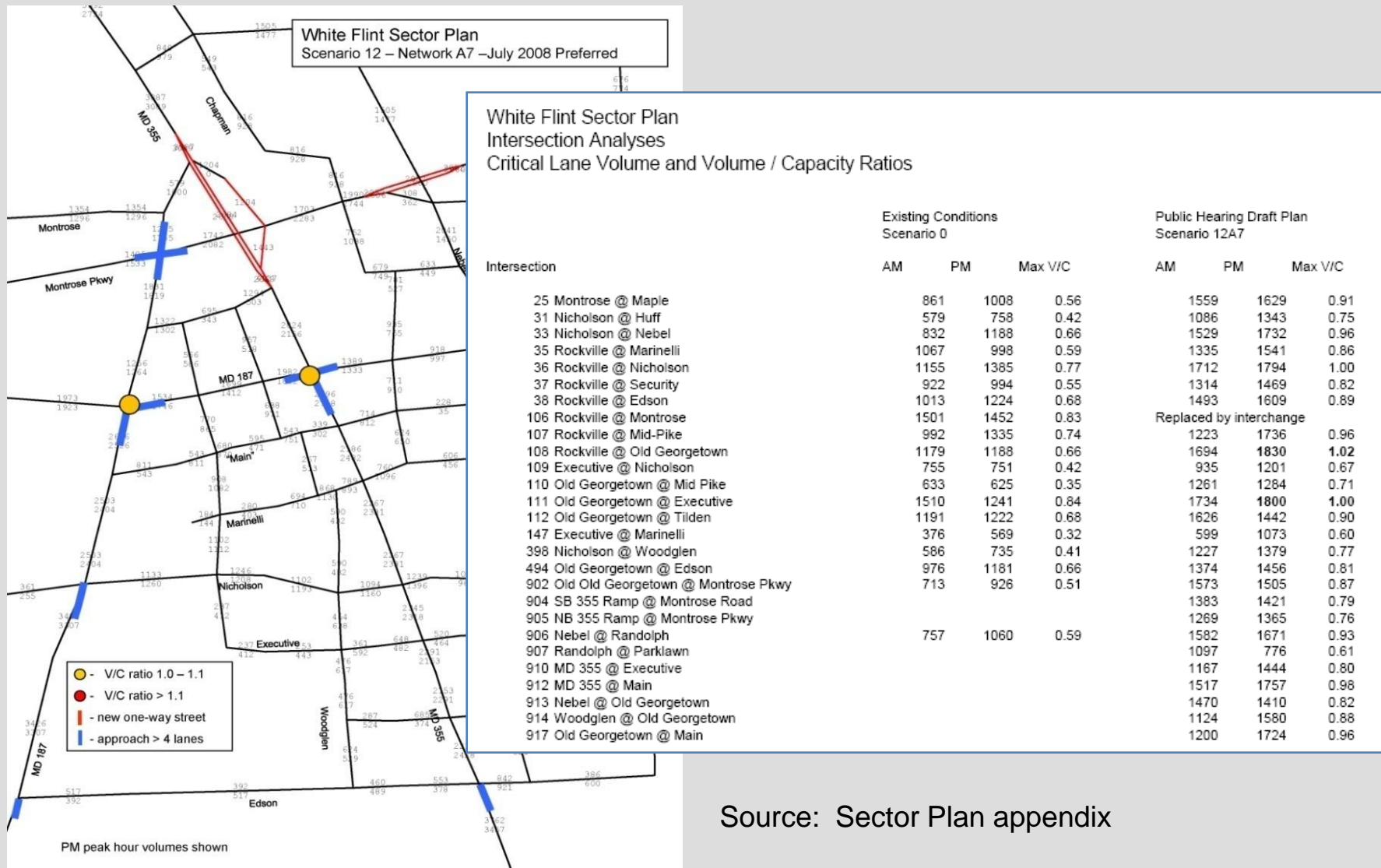
White Flint Sector Plan

CLATR CONSIDERATION OF LOCAL SYSTEM PERFORMANCE



White Flint Sector Plan

CLATR CONSIDERATION OF LOCAL SYSTEM PERFORMANCE



Source: Sector Plan appendix

CLATR PROCESS

Relationship of CLATR Assumptions to LATR and Plan analyses

Consideration	LATR	Plan Local Area Model	CLATR
Horizon year	None	2030	2020
Regional growth	No	Yes	Yes
Local growth	APF approvals	Through Stage 3	Through Stage 1
Network and services	2017	2030	2020

White Flint Sector Plan

LOCAL AREA MODEL GEOGRAPHY



White Flint Sector Plan

CLATR GEOGRAPHY



CLATR Land Use Ranges

Scenario	Commercial GSF (Millions)	Housing Units
Existing	5.5	3000
1. Pipeline and Sketch Plans	10.4	7900
2. End of Stage 1	9.3	7500
3. MWCOG Round 8 (2020)	7.2	5600

CLATR PROCESS

CLATR Land Use Assumption Options

1. Buildout of pipeline and submitted sketch plans
2. Proportional development of Plan buildout across all properties
3. New 10-year plan information submitted by property owners
4. Hybrid of Options 1, 2, 3

Staff working proposal is Option 1

Need to confirm / identify any changes by end of January



TRANSPORTATION APPROVAL MECHANISM

Planning Board direction December 9

- Confirmed development not subject to staging
- Confirmed resolution of typographic errors in resolution
- Confirmed general approach to staging allocation, subject to further coordination with DPS
- Staff memorandum Attachment A has conceptual outline

Next steps

- Discussion of staging prerequisites and allocation proposal January 13
- Revisions to Growth Policy and Chapter 8 in February timeframe