2003-2005 Growth Policy
Schedule

- Staff Draft: June 15
- Board worksessions: July 14 & 21
- Planning Board Draft: August 1
- County Executive: September 1
- Council Public Hearing: September 27
- BOE & WSSC comments: October 1
- Council action: November 15

2003-2005 Growth Policy
Staff Draft Contents

1. APF Time Limits
2. Adequacy of Public Safety Facilities
3. Highway Mobility Report
4. White Flint Policy Area

- Review of first year under new growth policy
- Additional issues raised by the Planning Board
Worksession 2:
- Review of new growth policy
- Public safety
- White Flint policy area boundaries
- Highway mobility
- Other issues

Review of the new growth policy

The growth policy approved by the County Council in October 2003 went into effect on July 1, 2004.
- Eliminated policy area transportation review
- LATR standard more stringent
- Changed school test
- Increased impact taxes
Amount of development approved in FY05 less than FY04

Does not include approvals in the cities of Rockville and Gaithersburg

Location of residential approvals

<table>
<thead>
<tr>
<th>Location</th>
<th>FY04</th>
<th>FY05</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Clarksburg</td>
<td>1,826</td>
<td>1,350</td>
</tr>
<tr>
<td>2. Twinbrook</td>
<td>1,114</td>
<td>611</td>
</tr>
<tr>
<td>3. Silver Spring CBD</td>
<td>996</td>
<td>421</td>
</tr>
<tr>
<td>4. Potomac</td>
<td>736</td>
<td>301</td>
</tr>
<tr>
<td>5. Bethesda CBD</td>
<td>445</td>
<td>261</td>
</tr>
<tr>
<td>6. Germantown West</td>
<td>387</td>
<td>240</td>
</tr>
<tr>
<td>7. Montgomery Village/Airpark</td>
<td>204</td>
<td>210</td>
</tr>
<tr>
<td>8. R&amp;D Village</td>
<td>196</td>
<td>196</td>
</tr>
<tr>
<td>9. Germantown East</td>
<td>171</td>
<td>188</td>
</tr>
<tr>
<td>10. White Flint</td>
<td></td>
<td>182</td>
</tr>
</tbody>
</table>

Total: 6,514

Total: 4,388
Location of non-residential approvals

<table>
<thead>
<tr>
<th>Location</th>
<th>FY04</th>
<th>FY05</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clarksburg</td>
<td>6,350</td>
<td>5,657</td>
</tr>
<tr>
<td>Potomac</td>
<td>3,356</td>
<td>3,723</td>
</tr>
<tr>
<td>Fairland/White Oak</td>
<td>1,488</td>
<td>1,390</td>
</tr>
<tr>
<td>Wheaton CBD</td>
<td>688</td>
<td>1,250</td>
</tr>
<tr>
<td>Germantown Town Center</td>
<td>579</td>
<td>952</td>
</tr>
<tr>
<td>R&amp;D Village</td>
<td>407</td>
<td>608</td>
</tr>
<tr>
<td>Twinbrook</td>
<td>350</td>
<td>324</td>
</tr>
<tr>
<td>Bethesda/CC</td>
<td>333</td>
<td>158</td>
</tr>
<tr>
<td>Bethesda CBD</td>
<td>212</td>
<td>140</td>
</tr>
</tbody>
</table>

Total: 15,192 jobs  
Total: 14,644 jobs

Residential approvals in moratorium areas

<table>
<thead>
<tr>
<th>Location</th>
<th>Capacity</th>
<th>Approved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aspen Hill</td>
<td>-7,215</td>
<td>14</td>
</tr>
<tr>
<td>Clarksburg</td>
<td>-6,628</td>
<td>421</td>
</tr>
<tr>
<td>Fairland/White Oak</td>
<td>-3,557</td>
<td>611</td>
</tr>
<tr>
<td>Germantown West</td>
<td>161</td>
<td>261</td>
</tr>
<tr>
<td>Montgomery Village/Airpark</td>
<td>-5,524</td>
<td>33</td>
</tr>
<tr>
<td>Olney</td>
<td>2</td>
<td>29</td>
</tr>
<tr>
<td>White Flint</td>
<td>1,233</td>
<td>1,350</td>
</tr>
</tbody>
</table>

- 1,302 housing units approved over the ceilings: 728 single-family detached, 326 townhouse, 169 multi-family, 100 senior housing.
- 1,200 PM peak-hour trips and 664 school students.
Non-residential approvals in moratorium areas

<table>
<thead>
<tr>
<th>Area</th>
<th>Capacity</th>
<th>Approved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bethesda/Chevy Chase</td>
<td>57</td>
<td>0</td>
</tr>
<tr>
<td>Clarksburg</td>
<td>-811</td>
<td>0</td>
</tr>
<tr>
<td>Cloverly</td>
<td>-22</td>
<td>0</td>
</tr>
<tr>
<td>North Bethesda</td>
<td>6</td>
<td>952</td>
</tr>
<tr>
<td>Montgomery Village/Airpark</td>
<td>37</td>
<td>3,723</td>
</tr>
<tr>
<td>R&amp;D Village</td>
<td>-5,925</td>
<td>0</td>
</tr>
</tbody>
</table>

- Two major projects approved in areas that would have been in moratorium: Wilgus East in North Bethesda and Webb Tract in Montgomery Village/Airpark.
- 1,533 trips.

Residential Development

![Graph showing residential development from 1998 to 2004]
Chapter 2: Public safety

The Planning Board must “consider potential options for testing the adequacy of public safety (police and fire/rescue) infrastructure.”
Current growth policy

“The Planning Board and staff must consider the programmed services to be adequate for facilities such as police stations, firehouses, and health clinics unless there is evidence that a local area problem will be generated. Such a problem is one which cannot be overcome within the context of the approved Capital Improvements Program and operating budgets of the relevant agencies…”

Non-local examples

- Town of Moraga, California
- Palm Beach County, Florida
- Union City, California
- Measures/issues
  - Response times
  - Infrastructure/stations
  - Personnel/staffing
  - Mitigation
Local examples

- Carroll County
  - “Available Threshold Capacity”
  - Police staffing/fire& rescue response times/adequate road access
  - Inadequate: development is phased

Local examples

- Prince George’s County
  - Public safety test established in 1990, recently strengthened.
  - Standards
    - Advanced life support: 10 minutes
    - Basic life support and fire: 8 minutes (rural tier) and 6 minutes elsewhere
    - Police: 10 minutes (emergency) and 25 minutes (non-emergency)
  - Effectively blocked all residential development in County
  - New direction: Surcharge/longer response time
Measuring adequacy

- Building codes:
  - Project-level standards
  - Street widths, Water supply
- Plans and policies:
  - Equipment and personnel
  - Needs vary by locality
- Measure of adequacy
  - Response times
  - Correlated to stations: Fire & Rescue

Montgomery County Fire and Rescue

- New draft Master Plan under review by the County Council
- Goal: achieve 6-minute response times
- System is at capacity
- Four new stations
  - Germantown West: FY07
  - Germantown East: FY08
  - Clarksburg: FY09
  - Travilah: FY09
- Shady Grove: Not programmed.
Clarksburg station

- Identified in staff report as major issue.
- Problem: station location at 355 and Stringtown has “intermittent stream.”
- News: site may work after all.
Montgomery County
Department of Police

- Seven-minute response time goal.
- Staffing level of 1.1 officers per 1,000 population below desired level.
- Police response times are not highly correlated to number and location of stations.

Staff considerations

- Fire/rescue stations are key public safety infrastructure.
- Planned stations appear to be on track…and “countable.”
- Including public safety issues/sites in planning decisions is improving and can improve.
Staff recommendations

- Do not change growth policy’s public safety provisions.
- Continue to strengthen role of public safety agencies in planning:
  - Master plans
  - Review of proposed development projects

Chapter 3: White Flint

- Federal Realty requested that the Board consider changing the boundary of the White Flint policy area to include Mid-Pike Plaza.
Metro station policy areas

- Facilitate planned development near high quality transit.
  - Less stringent congestion standards.
  - Alternative Review Procedure
  - Lowered impact taxes
- Boundary changes
  - Master plan guidance
  - Pedestrian accessibility
  - Character of potential development.
Master plan guidance: White Flint and Mid-Pike Plaza

- Plan recommended confirming existing zoning (C-2).
- In 1992, redevelopment of existing centers rare.
- Plan focused on lack of development on parcels closer to station.
- Plan expresses desirability of mixed use projects.
Staff considerations

- Board is recognizing value of mixed-use redevelopment of strip centers
- Desirable transit mode shares are achievable beyond ¼ mile for well-designed mixed-use projects.
- Mid-Pike currently not zoned for mixed-use. Other nearby parcels in same situation.
- Growth policy would require 50% trip mitigation.
Staff recommendation

- Do not change boundary now.
- Growth policy permit Planning Board to consider boundary changes with submission of preliminary plan.
- Minimum requirements
  - Adjacent to boundary
  - Mixed use, including housing
  - Transit-oriented design, meet mode share goals.
  - Submit traffic study