

Testimony before the Montgomery County Council by David L. Winstead concerning  
County Bill 33-13 Streets and Roads – Urban Code Standards and Pedestrian Safety

I am pleased to be with you this evening to provide comments on behalf of the White Flint Partnership, which is comprised of Saul Centers, Inc., Federal Realty Investment Trust, Gables Residential, The JBG Companies, White Flint Mall Redevelopment – Lerner Enterprises and The Tower Companies. The Partnership has been working with the residents and businesses of White Flint to implement the recently approved White Flint Sector Plan, which involves over 430 acres controlled by these companies along the White Flint corridor of Maryland 355. The vision of White Flint and the current development which is underway is mirrored by the objectives of Bill 33-13 to enhance the County's complete street policy by implementing pedestrian friendly, bike accessible, and walkable urban areas. In addition, the Council's recent approval of the Transit Corridors Master Plan would allow RTV as an option for the White Flint community, and the Partnership is appreciative of your support of a rapid transit vehicle system along Md. 355 South.

The standards and policies reflected in Bill 33-13 are compatible with the White Flint development plans, which allow the residential and retail components to provide a livable community with easy access within a safe urban neighborhood environment. Some concern from commercial users has been expressed concerning the impact of specific curb radius at street corners, which might impede needed movement of trucks and cargo to and from the White Flint community. Comments from traffic engineers have been provided which could provide flexibility as it pertains to accommodating truck and emergency vehicles in this type of urban road setting.

One of the key objectives of Bill 33-13 is the underlying desire of calming traffic in urban transit-oriented neighborhoods such as White Flint, while allowing rights-of-way that accommodate easy access to mixed-use development amenities. The urban "complete street" grid and network is an integral part of ensuring that the White Flint Sector Plan and its proposed development is successful. We urge your support of Bill 33-13. We offer to continue to work with the Council and county staff to address the requirements of truck movement in the proposed code, and ensure that the administration of the proposed code is both efficient and effective. Thank you, and I would be pleased to respond to any questions.

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