

# Subdivision Staging Transportation Recommendations

Subdivision Staging Policy  
April 14, 2016

## 2016 STAFF RECOMMENDATIONS INFLUENCED BY

Literature review

Speakers series

TISTWG

Public meetings

Planning Board guidance



# OBJECTIVES

## Streamlined & predictable

LATR streamlined in appropriate locations to allow payment in lieu of implementing mitigation

Core area payment in lieu, new tripgen rates, and person-trip thresholds

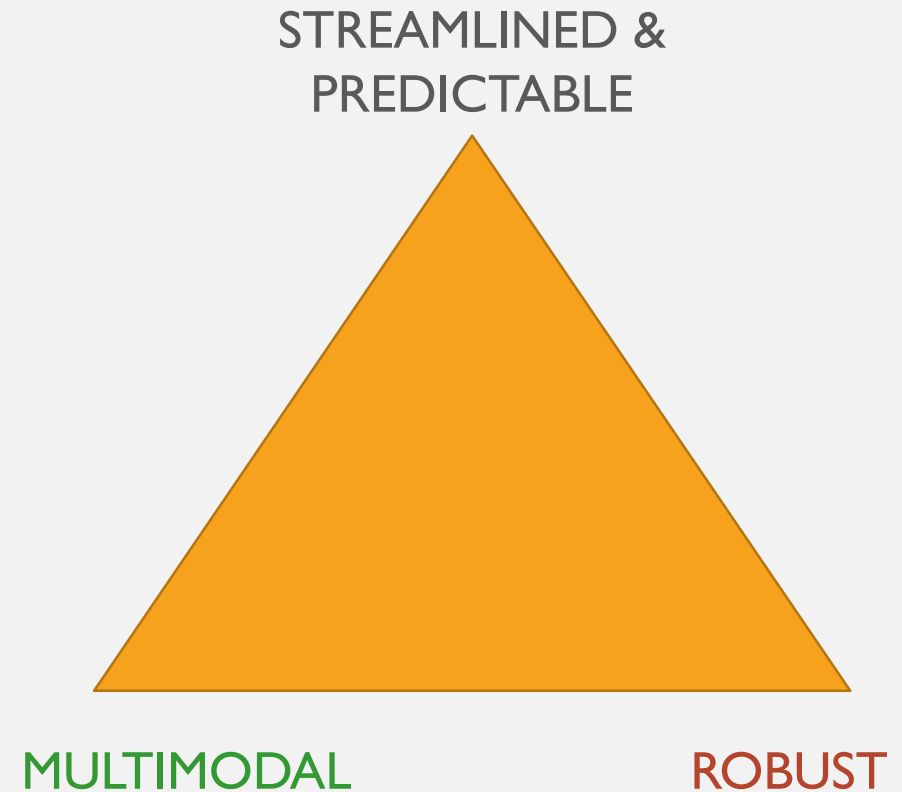
## Less auto-centric, more multimodal

Accessibility as a policy area measure of adequacy is sensitive to the addition of transit facilities ie. BRT

## More robust technical analysis

Greater reliance on operations instead of CLV

VMT and NADMS as tools for non-regulatory policy area monitoring; case-specific monitoring for regulatory review if applicant requests



## LOCAL AREA TRANSPORTATION REVIEW (LATR)

### Currently:

- Tests capacity of nearby intersections.
- Applied to all projects generating 30 or more peak hour trips.
- If an intersection fails, developer can make improvements, mitigate trips or *in limited cases* – make a payment to the County.



## SUMMARY OF PROPOSED LATR CHANGES: **SCOPING**

Element	Current	Proposed	Streamlined & Predictable	Multimodal	Robust
Change peak hour trip thresholds from vehicles to persons	30 vehicle trips	75 person trips in Metro areas 50 person trips elsewhere		X	
Shift private sector studies to public sector monitoring in <u>core</u> areas	30 vehicle trips	Private sector studies replaced by transportation impact tax payment and biennial public sector monitoring with Comprehensive Local Area Transportation Review	X	X	X
Introduce quantitative non-motorized and transit impact studies	N/A	50 transit trips, 100 pedestrian trips		X	X

## SUMMARY OF PROPOSED LATR CHANGES: TESTING

Element	Current	Proposed	Streamlined & Predictable	Multimodal	Robust
Reduce reliance on CLVs	CLV up to 1600, then intersection vehicle delay	CLV up to 1600 <u>or congested arterial per MWCOG, then network delay</u>			X
Maintain pedestrian crossing time	Check individual crosswalk crossing time	Maintain total pedestrian wait and walk time in urban road code areas		X	X
Offsite ped issue resolution for pedestrian sites	N/A	Fix or fund all ADA solutions within 500' of sites with > 100 peak hour peds		X	X
Public sector implementation in complex areas	Payment in lieu of construction as last resort	Payment in lieu for urban road code areas	X		

# TRANSPORTATION POLICY AREA REVIEW (TPAR)

## Roadway Adequacy:

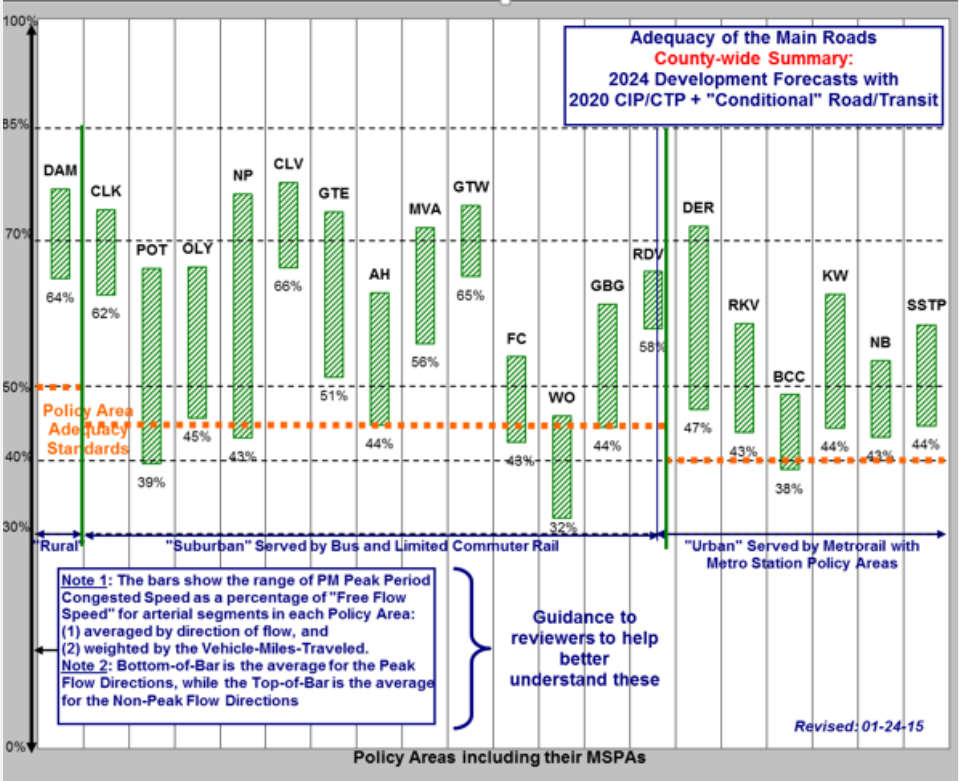
Policy area average arterial roadway congestion cannot exceed specified standard

Standard varies depending on transit availability and usage

## Transit Adequacy:

Focuses on the availability and quality of existing local transit service

Three metrics considered: coverage, peak headway, span of service



Transit Adequacy Standards			
	Minimum Coverage	Maximum Headway	Minimum Span
Urban	≥80 percent	≤14 minutes	≥17 hours
Suburban	≥70 percent	≤20 minutes	≥14 hours
Rural	>50 percent	≤60 minutes	≥4 hours

## TRANSPORTATION POLICY AREA REVIEW (TPAR)



## Transportation Mitigation Payment

If projected transportation capacity in a policy area is inadequate, the Planning Board may approve a subdivision if the applicant commits to either:

- Fully mitigate the incremental traffic impact of the subdivision by adding capacity or implementing a trip reduction program; or
- Pay a Transportation Mitigation Payment as provided in County law.





# NEW POLICY AREA IDEAS

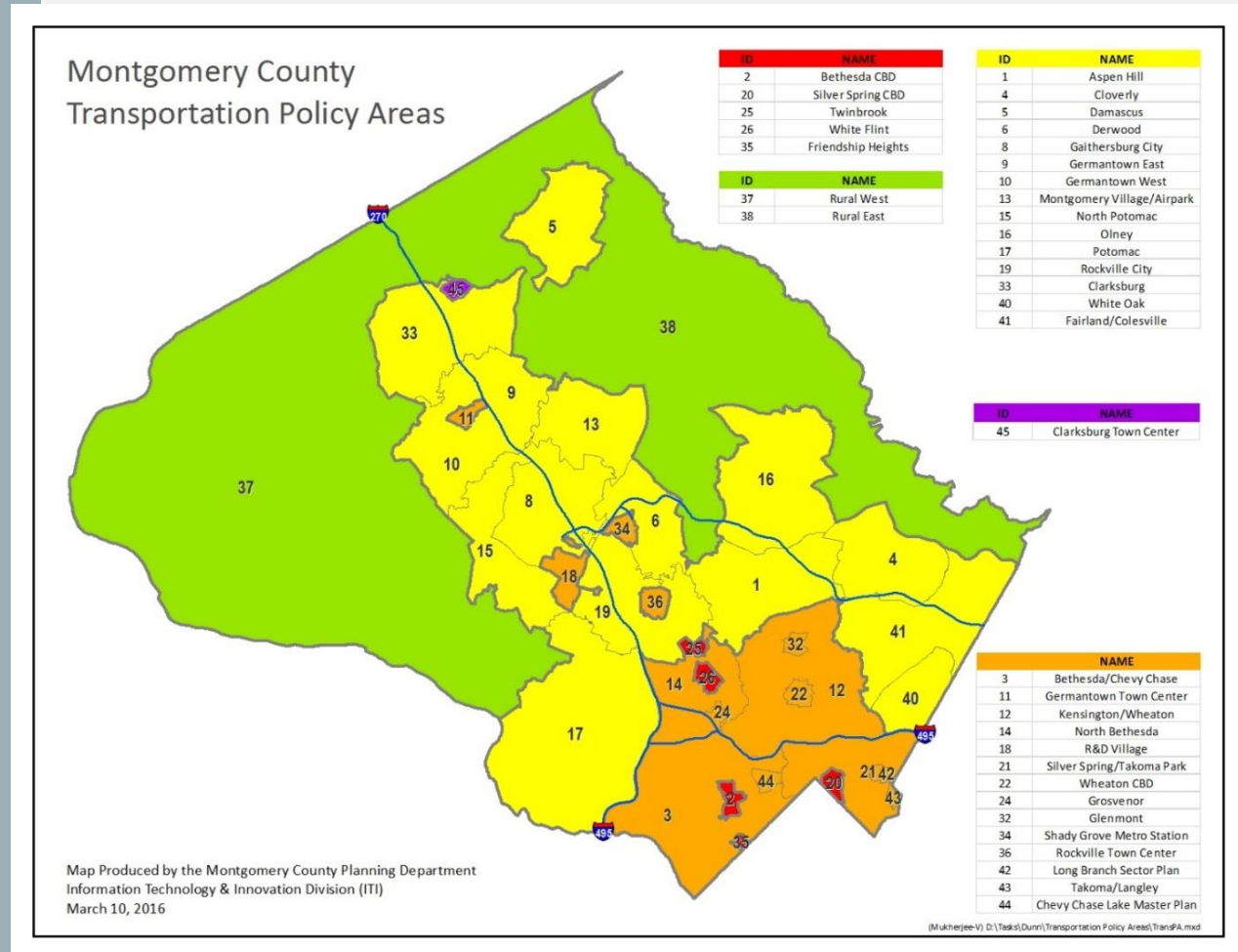
February 18 discussion on policy area groups:

Core

Corridor

Residential

Rural

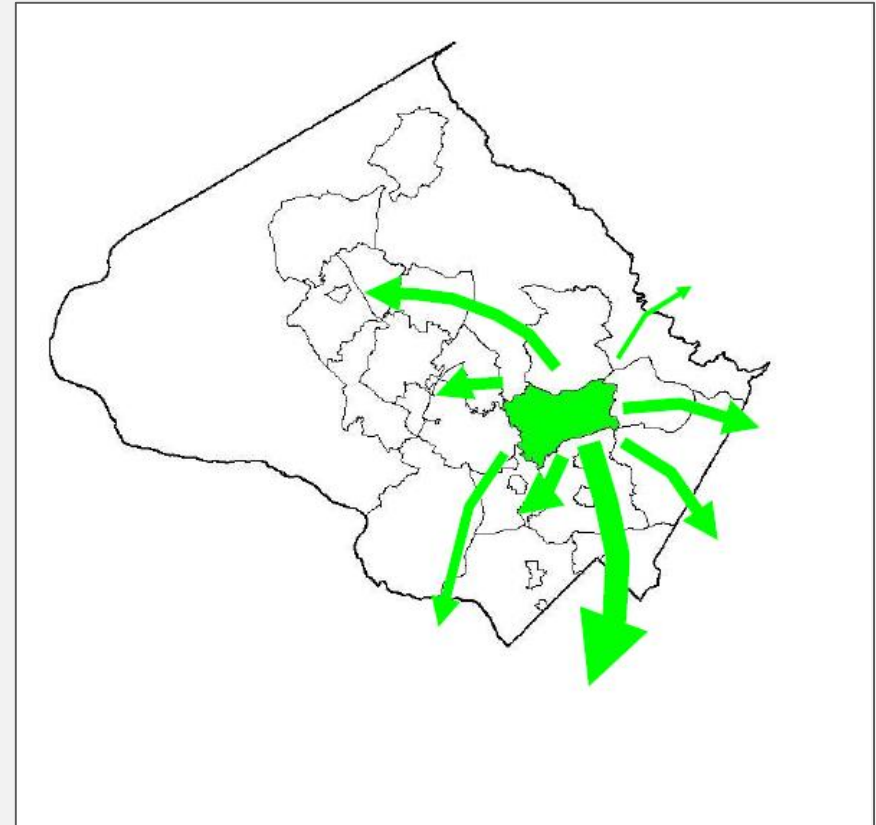


# NEW POLICY AREA IDEAS

## Accessibility to Jobs Within 45 Minutes

Number of regional jobs available within 45 minutes by walk-access transit from households in each Policy Area

Travel/4 model TAZ data aggregated to Policy Area totals



# TRANSIT ACCESSIBILITY

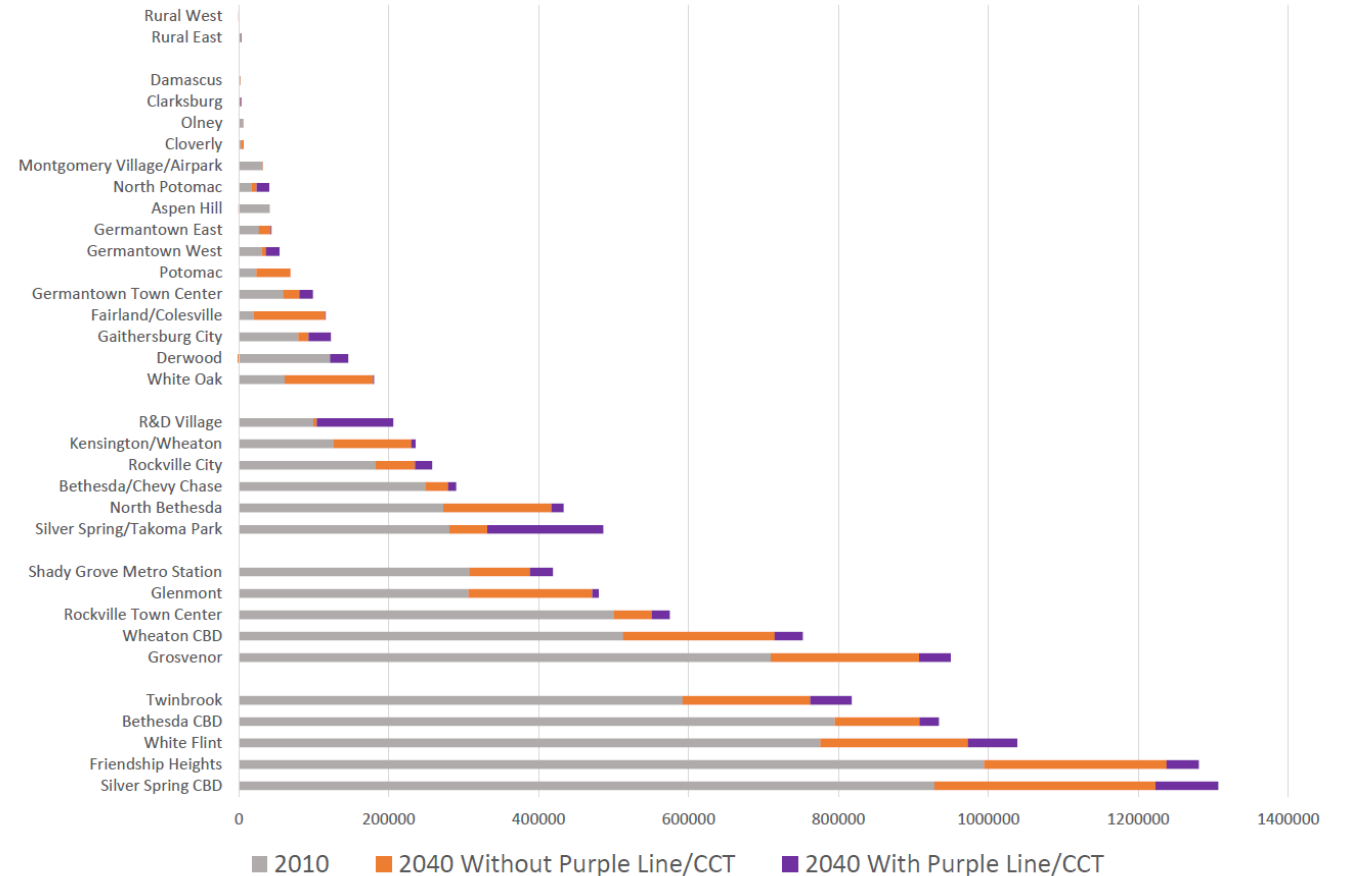
Logical and highly responsive to both land use and transportation changes

Related to model inputs rather than outputs (thus not subject to latent demand)

Measures progress towards transit system implementation

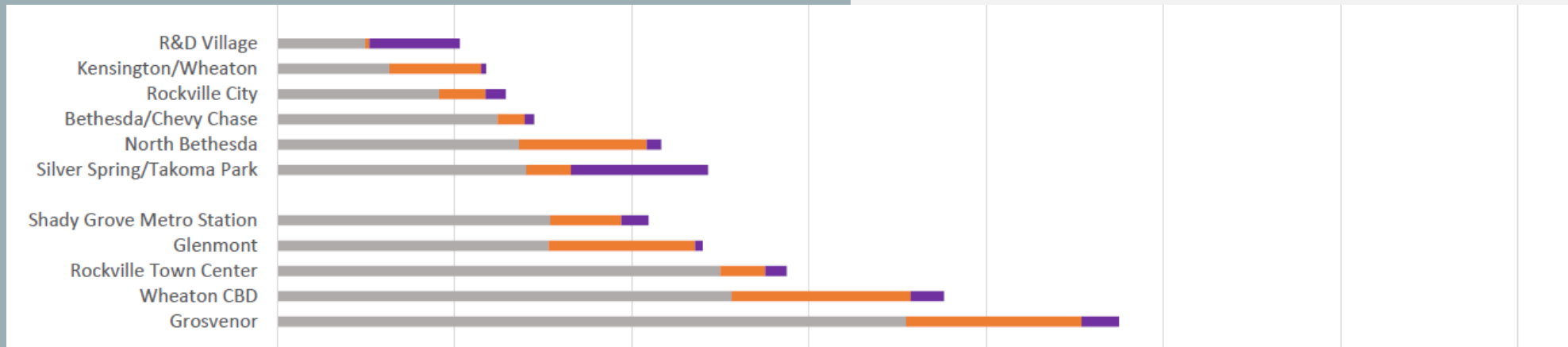
Provides a balance to LATR which tends to be more auto-centric

Transit Accessibility to Jobs Within 45 Minutes by Policy Area



# TRANSIT ACCESSIBILITY

- Organized by policy area groupings (like Corridor areas below)
- Set threshold based on accessibility goal
- Compare current accessibility to forecast accessibility (accessibility in 10 years to forecast accessibility in 2040)
- Establish relationship to impact tax



## SUMMARY OF PROPOSED POLICY AREA CHANGES: TESTING

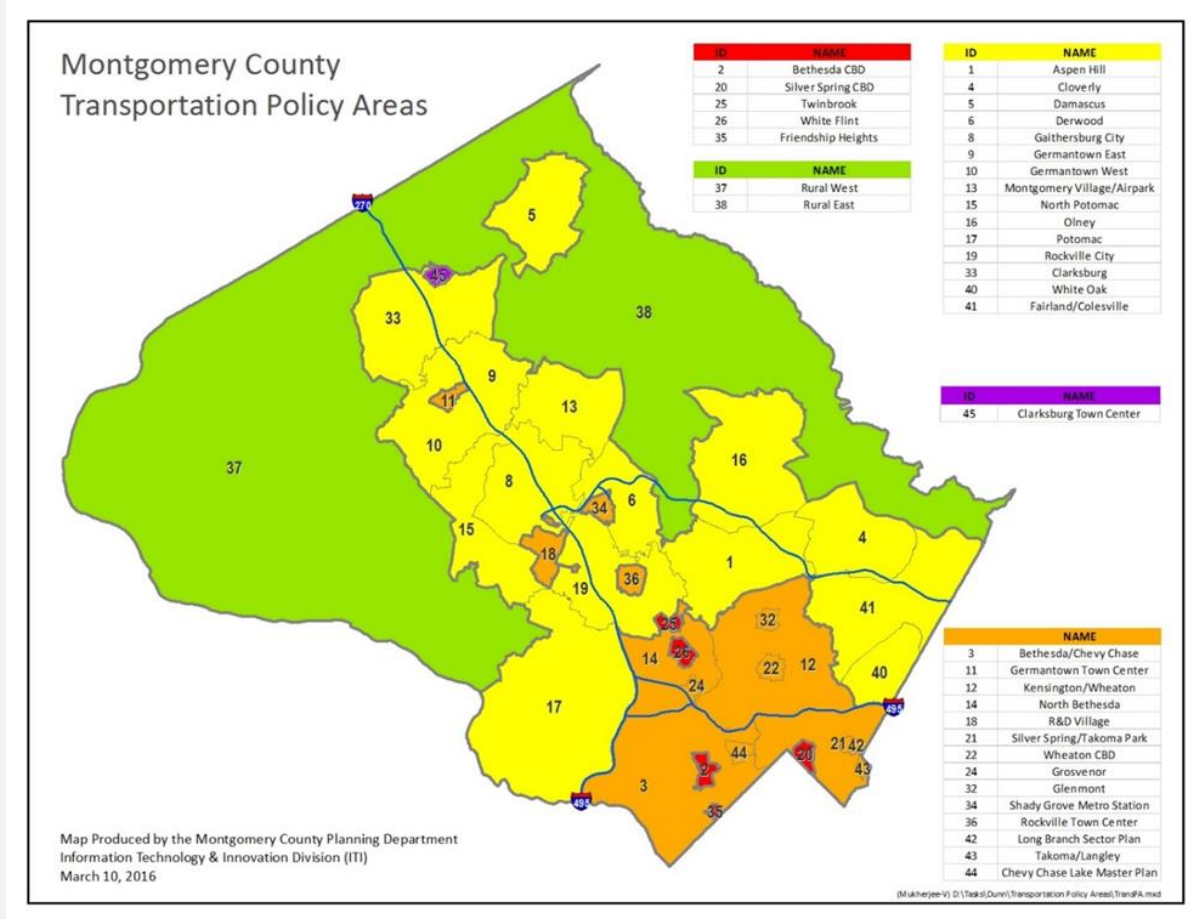
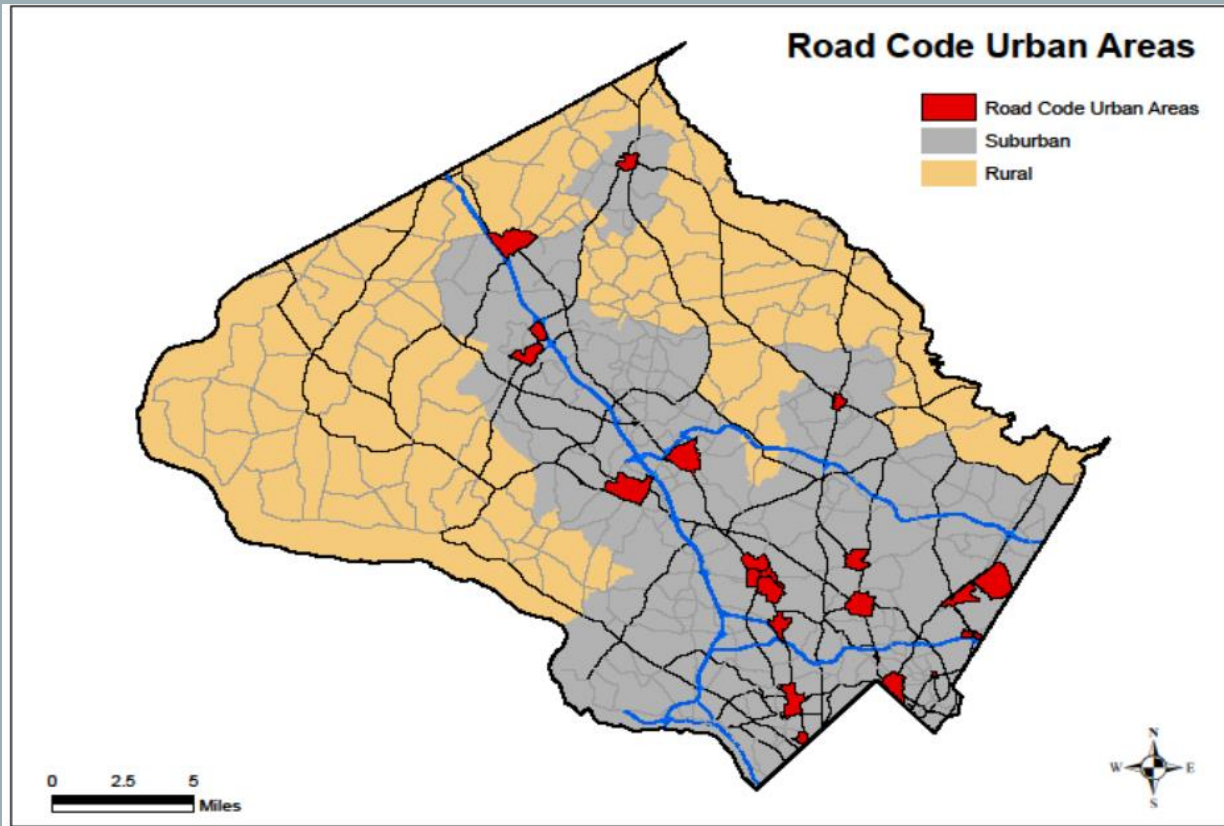
Element	Current	Proposed	Streamlined & Predictable	Multimodal	Robust
Transportation Adequacy by Policy Area	10-year assessment of average roadway LOS and average bus route coverage, headway, and span	Proportional improvement in access to jobs for 2025 as a proportion of 2040		X	
Transportation impact tax rates	Impact tax rates based on vehicle trip generation	Impact tax rates adjusted to reflect vehicle-miles of travel and non-auto driver mode split	X		X

# NEW POLICY AREA AND LOCAL AREA EVALUATION CONCEPTS

	Core	Corridor and Residential Policy Areas with Road Code Designated Streets	Corridor and Residential Policy Areas with Road Code Designated Roads	Rural
Improved LATR using mode-specific trip generation with multimodal intersection delay or CLV, where appropriate	Monitoring	Applies multimodal intersection delay	Applies CLV	Applies CLV
Transit Accessibility Policy Area Test	Monitoring	Applies	Applies	Does not apply
Development required to:	Pay impact tax, recommend that tax stay within the core area	Provide local traffic study, check policy area adequacy, make mitigation payment, if applicable, and pay impact tax	Provide local traffic study, check policy area adequacy, mitigate, if applicable, and pay impact tax	Provide local area study, mitigate, if applicable, and pay impact tax

Note: Option to allow applicants with minimal on-site parking based on VMT reduction in “reduced parking areas” to make a reduced payment.

# POLICY AREAS BY CATEGORY AND ROAD CODE AREAS



# REDUCED PARKING INCENTIVE

- Eligible for properties in Reduced Parking Areas
- Applicable for sites proposing a number of spaces equal to or less than the Baseline Minimum
- Reduced Vehicle Trip Generation Rates proportional to percentage reduction from the minimum requirement
- Transportation Impact Tax discounted for parking reductions in the Reduced Parking Areas

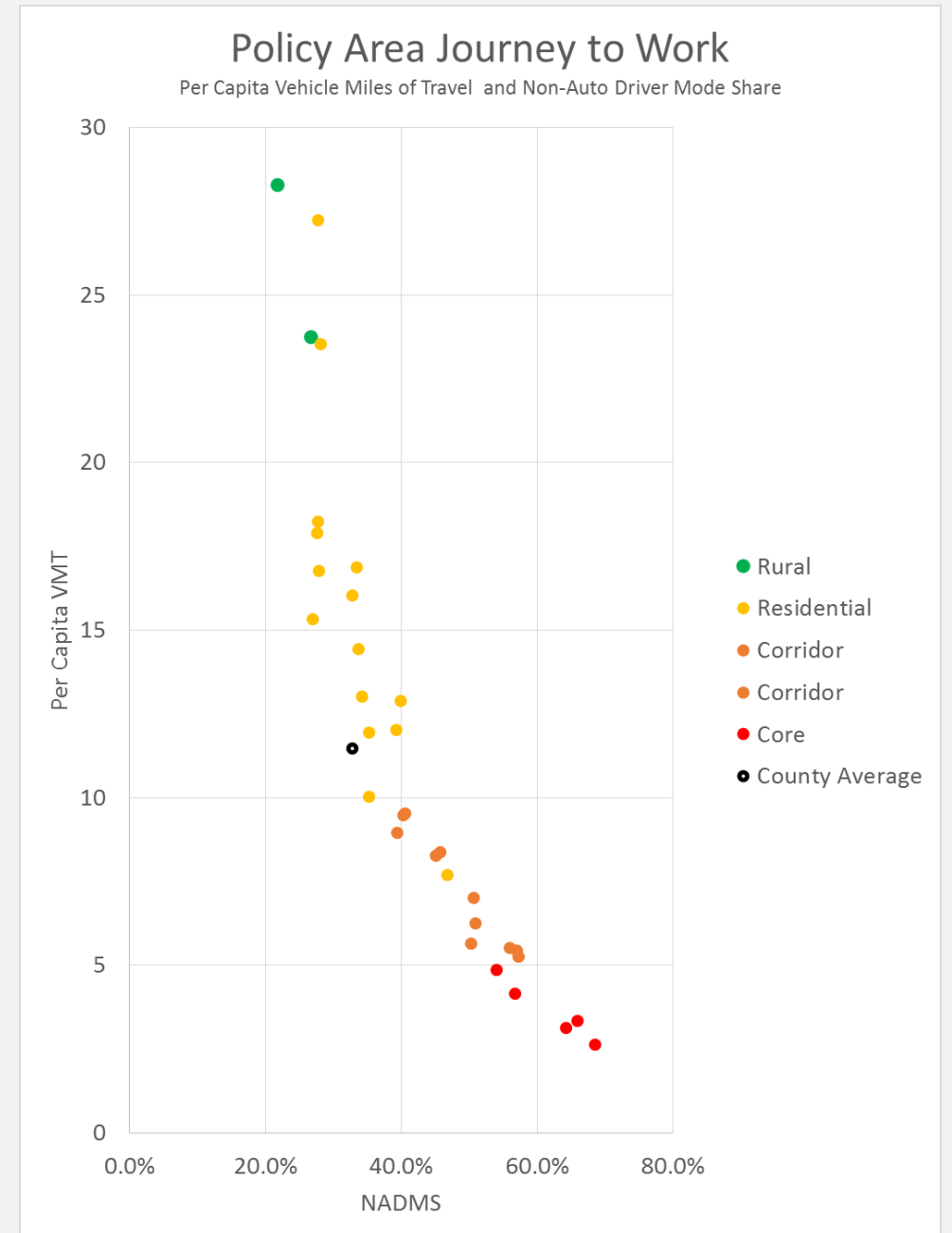
## Reduced Parking Incentive

	Percentage below the Minimum Requirement		
	50%	25%	0%
Impact Tax Rate Adjustment Factor	.25	.15	.10



# IMPACT TAXES

- Adjust Residential Rates based on HBWVMT
- Adjust Commercial Rates based on HBW mode share
- Set ancillary retail rate at zero for first 10,000 GSF in vertical mixed use
- Adjust rate for Reduced Parking Incentive



# IMPACT TAXES

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## MULTIPLIERS FOR COUNTYWIDE AVERAGE TRANSPORTATION IMPACT TAX RATES

Policy Area Type	Residential	Commercial
Core	0.25	0.50
Corridor	0.75	1.00
Residential	1.25	1.25
Rural	2.00	1.25

## PROVISIONAL ADEQUATE PUBLIC FACILITIES (PAPF)

In 2011, the Board approved the use of the PAPF process in cases where an applicant accelerated a public infrastructure project through private investment. Since then, the Board has applied this process in one case.

Staff Recommendation:

Do not incorporate this provision in the new SSP or the *LATR/TPAR Guidelines*.

Discontinue this practice given the availability of other regulatory tools in place to accomplish the same result.



## NEXT STEPS

- Early May Working Draft
- Early June Public Hearing
- June Planning Board Worksessions
- Late July Transmittal to Council
- Fall Council Worksessions
- November 15 Council Adoption