`Montgomery County Planning Department
Transportation Impact Study Technical Working Group (TISTWG)
Meeting #5– Response to Initial Concepts and Next Steps

January 7, 2014
1:30 – 3:30 PM – MRO Auditorium

Introductions (1:30 – 1:40)
1) Meeting attendees

Pro-Rata Share Concept: Coordination with White Oak / SSP Amendment #14-02 (1:40-2:00)
2) Current 14-02 proposal (see p. 2)
3) Schedule for adoption/application
4) Transferability to other areas of County
5) Effect on other LATR Concepts

Balancing Multimodal Placemaking Objectives (2:00-2:20)
6) Consideration of alternative approaches (see p. 3-6)
    a) Smart Growth Predictability Approach
    b) Multimodal Analysis Equity Approach
    c) Compromise: Fewer, But More Intensive, Studies
7) Relationship to TPAR, Impact Tax
8) Synthesis of Approaches (TISTWG, Staff, Board, Council)

Note: the next two agenda items cover multiple topics in the two PDF handouts distributed with this agenda:
- Updated LATR Concepts in TISTWG_LATRConceptsMemo_0104015.PDF (annotated changes to November 30 draft)
- Response to comments on November 30 draft in TISTWG_120314MeetingCommentResponses.PDF

Review of 12/3 "Proposed to be Dropped" board (2:20-2:40)
9) VMT (D-1)
10) Trip / Parking Caps (D-5)
11) APF at subdivision versus building permit

Review of Responses/Changes for 12/3 Concepts (2:40-3:10)
12) Highlights for "Next Steps"

Streamlining Interagency Review (3:10-3:25)
13) Permits/Requirements Needed
14) Information Requested / Provided
15) Role of LATR Guidelines

Next Steps (3:25-3:30)
16) PHED Coordination
17) Next meeting topics

White Oak LATR Proposal—December 10 Draft

1. Conduct a single consolidated traffic study for the entire area that will identify the LATR improvements needed when all estimated development occurs. The study will determine:
    a. The specific intersection improvements needed between now and buildout, as well as the added number of buses for local service, and unbuilt bikeway and sidewalk connections on major highways, arterials, primary residential streets, and business district streets to help reach the Plan's NADMS goals.
    b. The costs of the above improvements.
    c. The number of new daily vehicle trips generated in the Plan area.
    d. Cost of improvements per new daily vehicle trip generated.

2. Allocate costs per trip generated to specific developments on the basis of:
    a. The size of the ultimate development for a tract of land.
    b. Adjustments for inflation and detailed design, based on the time of actual payment.
    c. The LATR payment is made concurrent with the applicable TPAR payment.

3. Implementation:
    a. Initial study to be conducted by an independent consultant hired by MCDOT, funded from the CIP.
    b. Creation of a new White Oak LATR CIP project.
    c. Collection of LATR related payments into a new fund for this CIP project.
    d. Design, obtain permits and identify land acquisition needs.
    e. Adjustments for actual design and right of way acquisition.
    f. Construction of improvements, prioritized according to several factors:
        i. Proximity to imminent development
        ii. Complexity of implementation
        iii. Timing of right of way acquisition
        iv. Timing of other major projects that may affect the same intersections (i.e. interchanges, BRT, Old Columbia Pike).
    g. Forward-funding of these improvements with the General Fund, to be reimbursed by accumulated LATR payments.
    h. Periodic reporting of design and construction implementation to the general public, the Planning Board and Council.

4. Other assumptions:
    a. The cost of interchanges, BRT lines, and Old Columbia Pike extension and widening would be entirely funded by the public sector (County, State, & Federal funds).
    b. LATR payments—like TPAR payments—would not be creditable against impact taxes.

M-NCPPC LATR Study

Balancing Placemaking Objectives

Alternative Philosophical Approach #1: Incentivizing Smart Growth

(analysis should streamline development approvals in urban / infill areas)

Transect Area	Placetype examples		CLV standard	Scoping	Analysis	Mitigation
	Current	Potential Changes		Peak Hour Person Trip Threshold		
T-6	All MSPAs	Urban MSPAs	1800	500	High level of "exemptions", focus on Bike/Ped concerns	Pay and Go
T-5	Some Urban Policy Areas	BRT areas, Suburban MSPAs	1650	200		TDM, Fix Bike/Ped Gaps at $~12K/trip
T-4	Other Urban Policy Areas		1600	75	Moderate level of "exemptions", focus on Auto concerns	Multimodal based on need
T-3	Downcounty Suburban Policy Areas		1450-1550	50		
T-2	Upcounty Suburban Policy Areas		1400-1450	50		
T-1	Rural		1350	30		

M-NCPPC LATR Study

Balancing Placemaking Objectives

Alternative Philosophical Approach #2: Strengthening Multimodal Analysis

(analysis should provide most robust analysis in urban areas where operational concerns are greatest)

Transect Area	**Placetype examples**		**CLV standard**	**Scoping**	**Analysis**	**Mitigation**
	Current	Potential Changes		Peak Hour Person Trip Threshold		
T-6	All MSPAs	Urban MSPAs	1800	30	Focus on operational assessment for all modes	Multimodal based on need
T-5	Some Urban Policy Areas	BRT areas, Suburban MSPAs	1650	30		
T-4	Other Urban Policy Areas		1600	30	Focus on planning level assessment for all modes	
T-3	Downcounty Suburban Policy Areas		1450-1550	30		
T-2	Upcounty Suburban Policy Areas		1400-1450	30		
T-1	Rural		1350	30		

M-NCPPC LATR Study

Balancing Placemaking Objectives

Alternative Philosophical Approach #3: Fewer, But More Intensive, Studies

(analysis should address multimodal needs but promote infill development)

Transect Area	Placetype examples		CLV standard	Scoping	Analysis	Mitigation
	Current	Potential Changes		Peak Hour Person Trip Threshold		
T-6	All MSPAs	Urban MSPAs	1800	75	Focus on operational assessment for all modes	Pay and Go
T-5	Some Urban Policy Areas	BRT areas, Suburban MSPAs	1650	75		TDM, Fix Bike/Ped Gaps at $~12K/trip
T-4	Other Urban Policy Areas		1600	50	Focus on planning level assessment for all modes	Multimodal based on need
T-3	Downcounty Suburban Policy Areas		1450-1550	50		
T-2	Upcounty Suburban Policy Areas		1400-1450	50		
T-1	Rural		1350	50		

T6

MIXED USE INTENSITY	High
ACTIVITY DENSITY (jobs + people/ac)	100+/ac
AVG. BLDG. HEIGHT	8+ Stories
TYPICAL MAX BLDG. HEIGHT	20+ Stories
TYPICAL NET FAR	2.30+
SUPPORTED TRANSIT TECHNOLOGY	LRT/Rail

T5

MIXED USE INTENSITY	High
ACTIVITY DENSITY (jobs + people/ac)	60-100/ac
AVG. BLDG. HEIGHT	6 Stories
TYPICAL MAX BLDG. HEIGHT	12 Stories
TYPICAL NET FAR	1.38-2.30
SUPPORTED TRANSIT TECHNOLOGY	BRT/LRT

T4

MIXED USE INTENSITY	Moderate
ACTIVITY DENSITY (jobs + people/ac)	25-60/ac
AVG. BLDG. HEIGHT	4 Stories
TYPICAL MAX BLDG. HEIGHT	8 Stories
TYPICAL NET FAR	0.57-1.38
SUPPORTED TRANSIT TECHNOLOGY	Express Bus

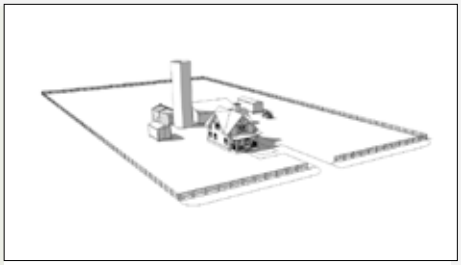
T3

MIXED USE INTENSITY	Moderate
ACTIVITY DENSITY (jobs + people/ac)	10-25/ac
AVG. BLDG. HEIGHT	3 Stories
TYPICAL MAX BLDG. HEIGHT	5 Stories
TYPICAL NET FAR	0.23-0.57
SUPPORTED TRANSIT TECHNOLOGY	Fixed Route Bus

T2

MIXED USE INTENSITY	Low
ACTIVITY DENSITY (jobs + people/ac)	1-10/ac
AVG. BLDG. HEIGHT	1.5 Stories
TYPICAL MAX BLDG. HEIGHT	3 Stories
TYPICAL NET FAR	0.02-0.23
SUPPORTED TRANSIT TECHNOLOGY	Demand Response

T1



MIXED USE INTENSITY	Very Low
ACTIVITY DENSITY (jobs + people/ac)	0-1/ac
AVG. BLDG. HEIGHT	1 Stories
TYPICAL MAX BLDG. HEIGHT	2 Stories
TYPICAL NET FAR	0-0.02
SUPPORTED TRANSIT TECHNOLOGY	Demand Response

Figure 27 - Illustrations of Typical Block Types by Transect Zone.