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 i.e. 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
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

<table>
<thead>
<tr>
<th>Element</th>
<th>Current</th>
<th>Proposed</th>
<th>Streamlined &amp; Predictable</th>
<th>Multimodal</th>
<th>Robust</th>
</tr>
</thead>
<tbody>
<tr>
<td>Change peak hour trip thresholds from vehicles to persons</td>
<td>30 vehicle trips</td>
<td>75 person trips in Metro areas 50 person trips elsewhere</td>
<td>×</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shift private sector studies to public sector monitoring in core areas</td>
<td>30 vehicle trips</td>
<td>Private sector studies replaced by transportation impact tax payment and biennial public sector monitoring with Comprehensive Local Area Transportation Review</td>
<td>×</td>
<td>×</td>
<td>×</td>
</tr>
<tr>
<td>Introduce quantitative non-motorized and transit impact studies</td>
<td>N/A</td>
<td>50 transit trips, 100 pedestrian trips</td>
<td>×</td>
<td>×</td>
<td></td>
</tr>
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<tr>
<td>Reduce reliance on CLVs</td>
<td>CLV up to 1600, then intersection vehicle delay</td>
<td>CLV up to 1600 or congested arterial per MWCOG, then network delay</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Maintain pedestrian crossing time</td>
<td>Check individual crosswalk crossing time</td>
<td>Maintain total pedestrian wait and walk time in urban road code areas</td>
<td></td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Offsite ped issue resolution for pedestrian sites</td>
<td>N/A</td>
<td>Fix or fund all ADA solutions within 500' of sites with &gt; 100 peak hour peds</td>
<td></td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Public sector implementation in complex areas</td>
<td>Payment in lieu of construction as last resort</td>
<td>Payment in lieu for urban road code areas</td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th></th>
<th>Minimum Coverage</th>
<th>Maximum Headway</th>
<th>Minimum Span</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban</td>
<td>≥80 percent</td>
<td>≤14 minutes</td>
<td>≥17 hours</td>
</tr>
<tr>
<td>Suburban</td>
<td>≥70 percent</td>
<td>≤20 minutes</td>
<td>≥14 hours</td>
</tr>
<tr>
<td>Rural</td>
<td>&gt;50 percent</td>
<td>≤60 minutes</td>
<td>&gt;4 hours</td>
</tr>
</tbody>
</table>
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
TRANSPORT 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
• 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**

<table>
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<th>Robust</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation Adequacy by Policy Area</td>
<td>10-year assessment of average roadway LOS and average bus route coverage, headway, and span</td>
<td>Proportional improvement in access to jobs for 2025 as a proportion of 2040</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation impact tax rates</td>
<td>Impact tax rates based on vehicle trip generation</td>
<td>Impact tax rates adjusted to reflect vehicle-miles of travel and non-auto driver mode split</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>
## NEW POLICY AREA AND LOCAL AREA EVALUATION CONCEPTS

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

<table>
<thead>
<tr>
<th>Percentage below the Minimum Requirement</th>
<th>Impact Tax Rate Adjustment Factor</th>
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</thead>
<tbody>
<tr>
<td>50%</td>
<td>.25</td>
</tr>
<tr>
<td>25%</td>
<td>.15</td>
</tr>
<tr>
<td>0%</td>
<td>.10</td>
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</table>
IMPACT TAXES

− Adjust Residential Rates based on HBW VMT
− 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
- Adjust Residential Rates based on HBW VMT
- 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

### Multipliers for Countywide Average Transportation Impact Tax Rates

<table>
<thead>
<tr>
<th>Policy Area Type</th>
<th>Residential</th>
<th>Commercial</th>
</tr>
</thead>
<tbody>
<tr>
<td>Core</td>
<td>0.25</td>
<td>0.50</td>
</tr>
<tr>
<td>Corridor</td>
<td>0.75</td>
<td>1.00</td>
</tr>
<tr>
<td>Residential</td>
<td>1.25</td>
<td>1.25</td>
</tr>
<tr>
<td>Rural</td>
<td>2.00</td>
<td>1.25</td>
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</table>
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