



# **2016 Subdivision Staging Policy**

Worksession #5 on the Public Hearing Draft

June 30, 2016

# School Issues to Discuss



## Recommendation #9: Former Enterprise Zones

**Remove the School Impact Tax and School Facility Payments exemptions** in former Enterprise Zones through a phased approach.



# School Issues to Discuss

**Current Policy:** New development in current and former Enterprise Zones is exempt from School Impact Taxes and School Facility Payments, if otherwise applicable.

**Rationale for Change:** Maryland's Enterprise Zone program offers businesses **income and property tax credits for creating jobs** within these areas. Currently, the Silver Spring CBD is the County's only former Enterprise Zone. The designation had just expired when significant changes to the SSP and Impact Tax laws were adopted in 2007. The sentiment at the time was to provide Silver Spring a little longer to solidify its redevelopment. It has now been 10 years since the designation expired and **exemption with respect to this status no longer seems applicable**.

Since the Silver Spring CBD lost its designation 10 years ago, **3,784 multi-family high rise units** have been built within the former Enterprise Zone. Our student generation rates suggest those units **include approximately 255 MCPS students**. The exemption has resulted in a savings for developers of **over \$20 million**.



# School Issues to Discuss

## Community Feedback:

- Falkland Road Residential, LLC (JBG Companies)
  - Has site plan approval for The Falklands.
  - Supports **staff's original recommendation** to grandfather projects with accepted applications.
  - Alternative to extend phase in to 20% per year in years four through eight.
- Washington Property Company
  - Has sketch plan approval for Ripley II.
  - Concurs with **staff's original recommendation**.
  - Calls attention to validity periods providing a timeline for project completion.
- The Tower Companies
  - Has preliminary plan approval and partial site plan approval for The Blairs.
  - Supports **exempting projects with "approved Project Plans"** and phasing out the exemption over 4 years.
- Silver Spring Chamber of Commerce
  - Retain the **current School Impact Tax exemption**.
  - Argues that Silver Spring is disadvantaged because rents are lower and "there is more money to be made in Bethesda." Offering the exemption helps equalize the attractiveness of Silver Spring.





# School Issues to Discuss

## Recommendation:

Phase out the former Enterprise Zone exemption over a period of four years, as described below:

For Preliminary Plans Approved...	School Impact Tax and School Facility Payments
Within one year of 2016 SSP adoption or expiration of Enterprise zone designation	Full exemption remains
Within two years of 2016 SSP adoption or expiration of Enterprise zone designation	25% of the applicable tax and payment
Within three years of 2016 SSP adoption or expiration of Enterprise zone designation	50% of the applicable tax and payment
Within four years of 2016 SSP adoption or expiration of Enterprise zone designation	75% of the applicable tax and payment
After four years of 2016 SSP adoption or expiration of Enterprise zone designation	100% of the applicable tax and payment

A School Impact Tax is paid at the time a building permit is issued based on the amount in effect at the time of the payment. School Facility Payments are assessed when a building permit is issued, based on the adequacy status at the time of the project’s preliminary plan approval.

Any former Enterprise zone exemption, or associated discount, will remain in effect only for the **duration of the development project’s validity period**. This would not apply to projects with a preliminary plan approval prior to the effective date of the SSP.



# School Issues to Discuss

## **New Recommendation #11: Impact Tax Credit for Dedication of Land for a School Site**

**Allow credit against the School Impact Tax for **land dedicated for a school site**, as long as the density calculated for the dedication area is excluded from the density calculation for the site, and MCPS agrees to the site dedication.**



# School Issues to Discuss

## **New Recommendation #11:** Impact Tax Credit for Dedication of Land for a School Site

**Current Policy:** Credit against the School Impact Tax is allowed for construction of school facilities.

**Rationale For Change:** When land dedication is feasible it can be as useful and valuable to MCPS as the collected impact tax.



# Transportation Issues to Discuss

## Recommendation #13:

Update Transportation Impact Taxes using current CIP projects.

Adjust rates based on estimates of current Vehicle Miles of Travel (VMT) for trips to work which is a readily available – and relevant – measurement to use in establishing Policy Area specific rates for residential development. A similar and complementary metric for commercial development is the non-auto driver mode share for trips to work.

Table 1: Recommended New Adjustment Factors to Transportation Impact Tax Base Rates

Policy Area Type	Residential HBW VMT	Ratio of impact to County Average	Proposed as Policy	Commercial HBW NADMS	Ratio of impact to County Average	Proposed as Policy
County Average	11.45			32.6		
Core	4.27	37%	0.25	45.2	81%	0.75
Urban	9.01	79%	0.75	28.3	106%	1.00
Suburban	15.39	134%	1.25	16.6	124%	1.25
Rural	25.84	226%	2.00	10.2	133%	1.25





# Transportation Issues to Discuss

## Recommendation #13:

**Update Transportation Impact Taxes using current CIP projects.**

**Adjust rates based on estimates of current Vehicle Miles of Travel (VMT) for trips to work which is a readily available – and relevant – measurement to use in establishing Policy Area specific rates for residential development.**

**A similar and complementary metric for commercial development is the non-auto driver mode share for trips to work.**

New Rates After Factors Applied to the 2016 Adjusted Rates

	Red	Orange	Yellow	Green
Land Use				
Residential	0.25	0.75	1.25	2.00
SF Detached	\$3,653	\$10,959	\$18,266	\$29,225
MF Residential				
SF Attached	\$2,552	\$7,656	\$12,759	\$20,415
Garden Apartments	\$2,312	\$6,937	\$11,562	\$18,499
High - Rise Apartments	\$1,652	\$4,955	\$8,259	\$13,214
Multi-Family Senior	\$661	\$1,982	\$3,303	\$5,286
Commercial	0.75	1.00	1.25	1.25
Office	\$10.08	\$13.45	\$16.81	\$16.81
Industrial	\$5.01	\$6.69	\$8.36	\$8.36
Bioscience	\$0.00	\$0.00	\$0.00	\$0.00
Retail	\$8.97	\$11.96	\$14.95	\$14.95
Place of Worship	\$0.53	\$0.70	\$0.88	\$0.88
Private School	\$0.80	\$1.06	\$1.33	\$1.33
Hospital	\$0.00	\$0.00	\$0.00	\$0.00
Social Service Agencies	\$0.00	\$0.00	\$0.00	\$0.00
Other Non Residential	\$5.02	\$6.69	\$8.36	\$8.36

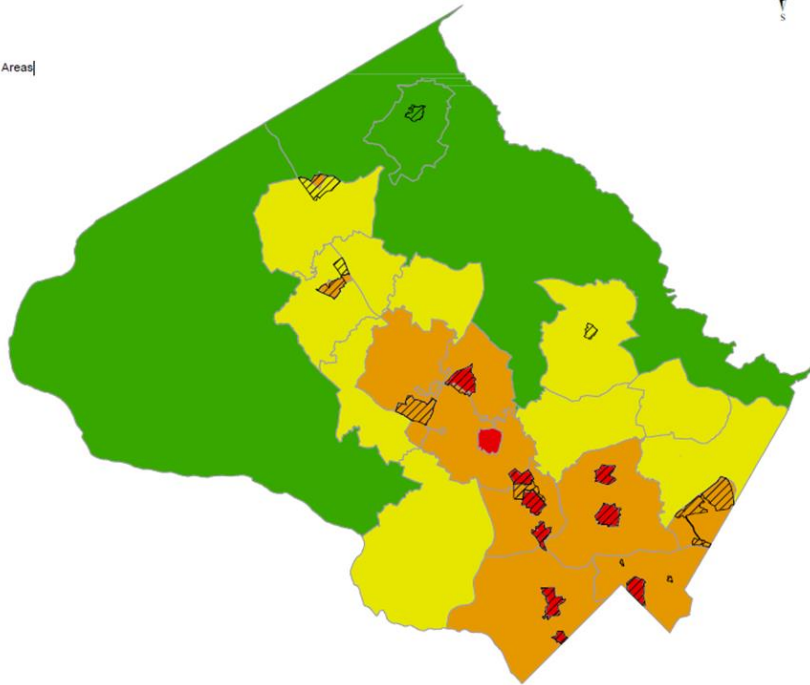
# Transportation Issues to Discuss

## Recommendation #13:

### New Rates After Factors Applied to the 2016 Adjusted Rates

**Policy Area Categories**

- Core
- Rural
- Suburban
- Urban
- Road Core Urban Areas



	Red	Orange	Yellow	Green
Land Use				
Residential	0.25	0.75	1.25	2.00
SF Detached	\$3,653	\$10,959	\$18,266	\$29,225
MF Residential				
SF Attached	\$2,552	\$7,656	\$12,759	\$20,415
Garden Apartments	\$2,312	\$6,937	\$11,562	\$18,499
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Hospital	\$0.00	\$0.00	\$0.00	\$0.00
Social Service Agencies	\$0.00	\$0.00	\$0.00	\$0.00
Other Non Residential	\$5.02	\$6.69	\$8.36	\$8.36

2015 (Current) Rates - Metro Station	2015 (Current) Rates - General District	2015 (Current) Rates - Clarksburg
\$6,984	\$13,966	\$20,948
\$5,714	\$11,427	\$17,141
\$4,443	\$8,886	\$13,330
\$3,174	\$6,347	\$9,522
\$1,269	\$2,539	\$3,808
\$6.35	\$12.75	\$15.30
\$3.20	\$6.35	\$7.60
\$0.00	\$0.00	\$0.00
\$5.70	\$11.40	\$13.70
\$0.35	\$0.65	\$0.90
\$0.50	\$1.05	\$1.35
\$0.00	\$0.00	\$0.00
\$0.00	\$0.00	\$0.00
\$3.20	\$6.35	\$7.60

# Transportation

Comparison of Current and  
Proposed Transportation Impact Tax  
Rates and Mitigation Costs  
Summary of Total Dollar Amounts  
No Parking Reduction Factor Applied

Policy Area		Difference (Proposed as Percentage of Current) per Unit							
Num	Type	Single Family Detached	Single Family Attached	Garden Apartments	High Rise Apartment	Multi Family Senior	Office	Industrial	Retail
2	1 Bethesda CBD	52%	45%	52%	52%	52%	159%	157%	157%
35	1 Friendship Heights	52%	45%	52%	52%	52%	159%	157%	157%
32	1 Glenmont	52%	45%	52%	52%	52%	159%	157%	157%
24	1 Grosvenor	52%	45%	52%	52%	52%	159%	157%	157%
36	1 Rockville Town Center	52%	45%	52%	52%	52%	159%	157%	157%
34	1 Shady Grove Metro Station	52%	45%	52%	52%	52%	159%	157%	157%
20	1 Silver Spring CBD	52%	45%	52%	52%	52%	159%	157%	157%
25	1 Twinbrook	52%	45%	52%	52%	52%	159%	157%	157%
22	1 Wheaton CBD	52%	45%	52%	52%	52%	159%	157%	157%
26	1 White Flint	52%	45%	52%	52%	52%	159%	157%	157%
3	2 Bethesda/Chevy Chase	52%	45%	52%	52%	52%	70%	70%	70%
6	2 Derwood	72%	62%	72%	72%	72%	97%	97%	97%
8	2 Gaithersburg City	78%	67%	78%	78%	78%	105%	105%	105%
11	2 Germantown Town Center	78%	67%	78%	78%	78%	105%	105%	105%
12	2 Kensington/Wheaton	78%	67%	78%	78%	78%	105%	105%	105%
14	2 North Bethesda	78%	67%	78%	78%	78%	105%	105%	105%
18	2 R&D Village	78%	67%	78%	78%	78%	105%	105%	105%
19	2 Rockville City	78%	67%	78%	78%	78%	105%	105%	105%
21	2 Silver Spring/Takoma Park	63%	54%	62%	62%	62%	84%	84%	84%
40	2 White Oak	52%	45%	52%	52%	52%	70%	70%	70%
1	3 Aspen Hill	131%	112%	130%	130%	130%	132%	132%	131%
33	3 Clarksburg	70%	60%	69%	69%	69%	88%	88%	87%
4	3 Cloverly	131%	112%	130%	130%	130%	132%	132%	131%
41	3 Fairland/Colesville	100%	86%	100%	100%	100%	101%	101%	101%
9	3 Germantown East	131%	112%	130%	130%	130%	132%	132%	131%
10	3 Germantown West	131%	112%	130%	130%	130%	132%	132%	131%
13	3 Montgomery Village/Airpark	105%	89%	104%	104%	104%	105%	105%	105%
15	3 North Potomac	109%	93%	108%	108%	108%	110%	110%	109%
16	3 Olney	131%	112%	130%	130%	130%	132%	132%	131%
17	3 Potomac	105%	89%	104%	104%	104%	105%	105%	105%
5	4 Damascus	209%	179%	208%	208%	208%	132%	132%	131%
38	4 Rural East	209%	179%	208%	208%	208%	132%	132%	131%
37	4 Rural West	209%	179%	208%	208%	208%	132%	132%	131%



# Transportation Issues to Discuss

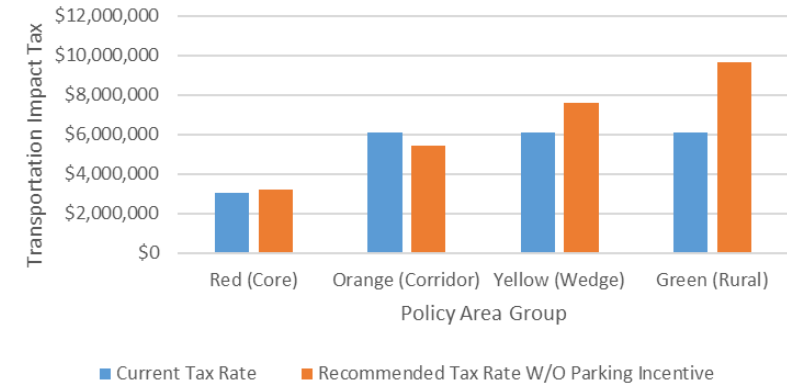
Du's - 425 / Office SF - 0 / Retail SF - 20,000



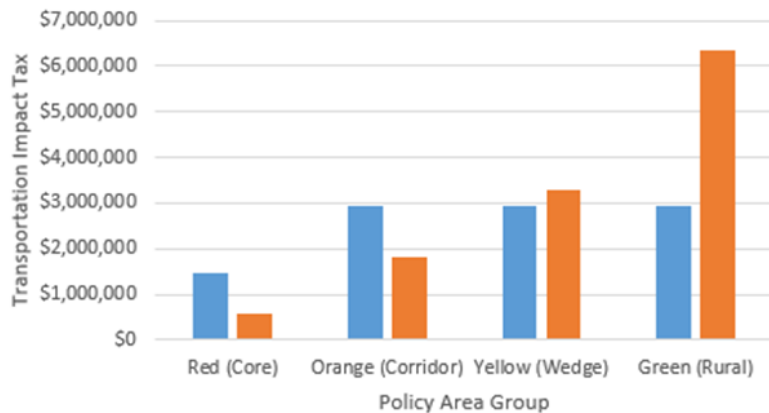
Du's - 0 / Office SF - 150,000 / Retail SF - 20,000



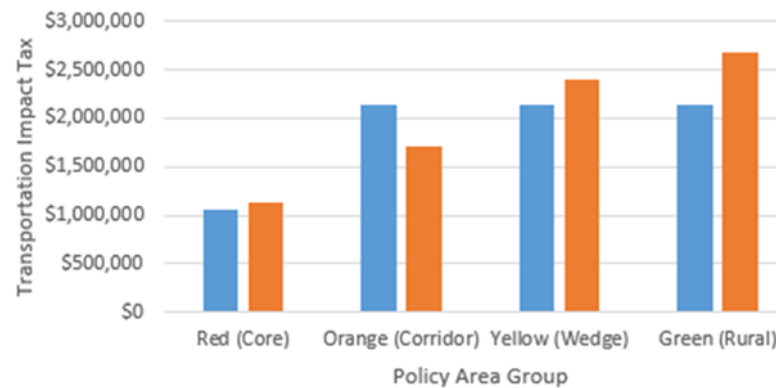
Du's - 425 / Office SF - 230,000 / Retail SF - 40,000



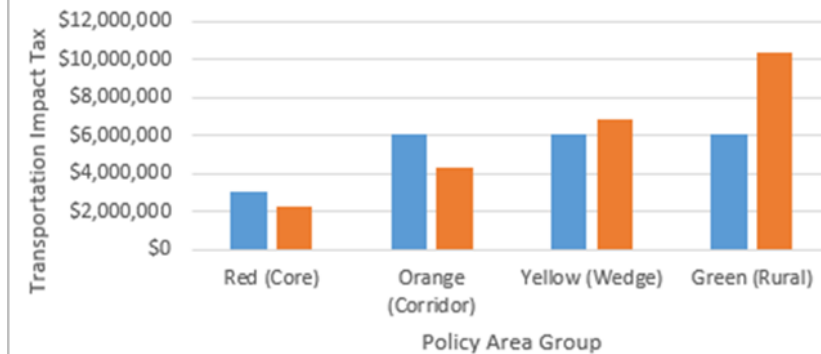
Du's - 425 / Office SF - 0 / Retail SF - 20,000



Du's - 0 / Office SF - 150,000 / Retail SF - 20,000



Du's - 425 / Office SF - 230,000 / Retail SF - 40,000





# Transportation Issues to Discuss

Estimated Transportation Impact Taxes							
Project Type	Example Location	DU's	Office SF	Retail SF	Current Tax Structure	Recommended Tax Structure <u>Without</u> Parking Incentive Applied	Difference From Current
425 Residential Units, 20,000 sf Retail	Red	425	0	20,000	\$1,462,950	\$845,369	(\$617,581)
425 Residential Units, 20,000 sf Retail	Orange	425	0	20,000	\$2,925,475	\$2,251,106	(\$674,369)
425 Residential Units, 20,000 sf Retail	Yellow	425	0	20,000	\$2,925,475	\$3,656,844	\$731,369
425 Residential Units, 20,000 sf Retail	Green	425	0	20,000	\$2,925,475	\$5,679,950	\$2,754,475

# Transportation Issues to Discuss

Estimated Transportation Impact Taxes							
Project Type	Example Location	DU's	Office SF	Retail SF	Current Tax Structure	Recommended Tax Structure <u>Without</u> Parking Incentive Applied	Difference From Current
150,000 sf Office, 20,000 sf Retail	Red	0	150,000	20,000	\$1,066,500	\$1,605,375	\$538,875
150,000 sf Office, 20,000 sf Retail	Orange	0	150,000	20,000	\$2,140,500	\$2,140,500	\$0
150,000 sf Office, 20,000 sf Retail	Yellow	0	150,000	20,000	\$2,140,500	\$2,675,625	\$535,125
150,000 sf Office, 20,000 sf Retail	Green	0	150,000	20,000	\$2,140,500	\$2,675,625	\$535,125

# Transportation Issues to Discuss

Estimated Transportation Impact Taxes							
Project Type	Example Location	DU's	Office SF	Retail SF	Current Tax Structure	Recommended Tax Structure <u>Without</u> Parking Incentive Applied	Difference From Current
425 Residential Units, 230,000 sf Office, 40,000 sf Retail	Red	425	230,000	40,000	\$3,037,450	\$3,215,744	\$178,294
425 Residential Units, 230,000 sf Office, 40,000 sf Retail	Orange	425	230,000	40,000	\$6,085,975	\$5,411,606	(\$674,369)
425 Residential Units, 230,000 sf Office, 40,000 sf Retail	Yellow	425	230,000	40,000	\$6,085,975	\$7,607,469	\$1,521,494
425 Residential Units, 230,000 sf Office, 40,000 sf Retail	Green	425	230,000	40,000	\$6,085,975	\$9,630,575	\$3,544,600

# Transportation Recommendations

## Recommendation #1:

**Create Policy Area categories that reflect current land use patterns, modes of travel other than the single occupant vehicle, and the planning vision for different parts of the County.**

### Red (MSPAs)

Friendship Heights  
Bethesda CBD  
Silver Spring CBD  
White Flint  
Grosvenor  
Twinbrook  
Wheaton CBD  
Glenmont  
Rockville Town Center  
Shady Grove Metro Station

### Yellow

Aspen Hill  
Fairland/Colesville  
Potomac  
North Potomac  
Germantown East  
Germantown West  
Montgomery Village/Airpark  
Olney  
Cloverly  
Clarksburg

### Orange

Silver Spring/Takoma Park  
North Bethesda  
Bethesda/Chevy Chase  
Kensington/Wheaton  
Rockville City  
White Oak  
Derwood  
Germantown Town Center  
R&D Village  
Gaithersburg City

### Green

Rural East  
Rural West  
Damascus



# Transportation Recommendations

## Recommendation #2:

### Establish four new Policy Areas:

- a **Clarksburg Town Center Policy Area** categorized as a “Orange” Policy Area in recognition of the original vision for the Town Center and the planned high-quality transit service to be provided by the Corridor Cities Transitway, and
- three additional Policy Areas also categorized as “Orange” Policy Areas due to the programming of construction funds for the Purple Line - **Chevy Chase Lake, Long Branch and Takoma/Langley Crossroads**.

#### Red (MSPAs)

Friendship Heights  
Bethesda CBD  
Silver Spring CBD  
White Flint  
Grosvenor  
Twinbrook  
Wheaton CBD  
Glenmont  
Rockville Town Center  
Shady Grove Metro Station

#### Yellow

Aspen Hill  
Fairland/Colesville  
Potomac  
North Potomac  
Germantown East  
Germantown West  
Montgomery Village/Airpark  
Olney  
Cloverly  
Clarksburg

#### Orange

Silver Spring/Takoma Park  
North Bethesda  
Bethesda/Chevy Chase  
Kensington/Wheaton  
Rockville City  
White Oak  
Derwood  
Germantown Town Center  
R&D Village  
Gaithersburg City

**Clarksburg Town Center**  
**Takoma/Langley Crossroads**  
**Longbranch**  
**Chevy Chase Lake**

#### Green

Rural East  
Rural West  
Damascus



# Transportation Recommendations

## **Recommendation #3:**

### **Adopt a new Policy Area transportation test based on transit accessibility.**

The new transportation adequacy test is based on transit accessibility (defined as the number of jobs that can be reached within a 60-minute travel time by walk-access transit).

The Policy Area adequacy is based on the proportion of transit accessibility that can be achieved within the next 10 years based on changes in land use and the implementation of transportation facilities within this timeframe.

It is the estimated share of the Master Plan vision, reflecting a 25-year (master) planning horizon, attainable within the next 10 years.



# Transportation Recommendations

## Recommendation #3:

### Results of the Transit Accessibility Test by Policy Area

If transit accessibility measured in 2025 is at least 40% of 2040 transit accessibility, the policy area is adequate with respect to its transit accessibility goal.

If transit accessibility measured in 2025 is less than 40% of 2040 transit accessibility, the policy area is inadequate and mitigation is required.

Friendship Heights	Exempt
Bethesda CBD	Exempt
Silver Spring CBD	Exempt
White Flint	Exempt
Grosvenor	Exempt
Twinbrook	Exempt
Wheaton CBD	Exempt
Glenmont	Exempt
Rockville Town Center	Exempt
Shady Grove Metro Station	Exempt
Silver Spring/Takoma Park	Adequate
North Bethesda	Inadequate
Bethesda/Chevy Chase	Adequate
Kensington/Wheaton	Inadequate
Rockville City	Inadequate
White Oak	Adequate
Derwood	Inadequate
R&D Village	Inadequate
Gaithersburg City	Inadequate
Germantown Town Center	Inadequate
Aspen Hill	Inadequate
Fairland/Colesville	Inadequate
Potomac	Adequate
North Potomac	Inadequate
Germantown East	Inadequate
Germantown West	Inadequate
Montgomery Village/Airpark	Adequate
Olney	Inadequate
Cloverly	Inadequate
Clarksburg	Adequate
Rural East	Exempt
Rural West	Exempt
Damascus	Exempt

Chart presented at worksession was noted as containing errors this chart has been corrected



# Transportation Recommendations

## Recommendation #3:

### Mitigation

- If transit accessibility in 2025 is between 30%-40% of 2040 transit accessibility, the policy area is inadequate and partial mitigation is required equal to 15% of the applicable impact tax.
- If transit accessibility in 2025 is less than 30% of 2040 transit accessibility, the policy area is inadequate and full mitigation is required equal to 25% of the applicable impact tax.

Policy Area	Transit Accessibility Mitigation
Friendship Heights	Exempt
Bethesda CBD	Exempt
Silver Spring CBD	Exempt
White Flint	Exempt
Grosvenor	Exempt
Twinbrook	Exempt
Wheaton CBD	Exempt
Glenmont	Exempt
Rockville Town Center	Exempt
Shady Grove Metro Station	Exempt
Silver Spring/Takoma Park	Adequate
North Bethesda	Full Mitigation
Bethesda/Chevy Chase	Adequate
Kensington/Wheaton	Full Mitigation
Rockville City	Full Mitigation
White Oak	Adequate
Derwood	Partial Mitigation
R&D Village	Full Mitigation
Gaithersburg City	Full Mitigation
Germantown Town Center	Full Mitigation
Aspen Hill	Full Mitigation
Fairland/Colesville	Partial Mitigation
Potomac	Adequate
North Potomac	Full Mitigation
Germantown East	Full Mitigation
Germantown West	Full Mitigation
Montgomery Village/Airpark	Adequate
Olney	Full Mitigation
Cloverly	Full Mitigation
Clarksburg	Adequate
Rural East	Exempt
Rural West	Exempt

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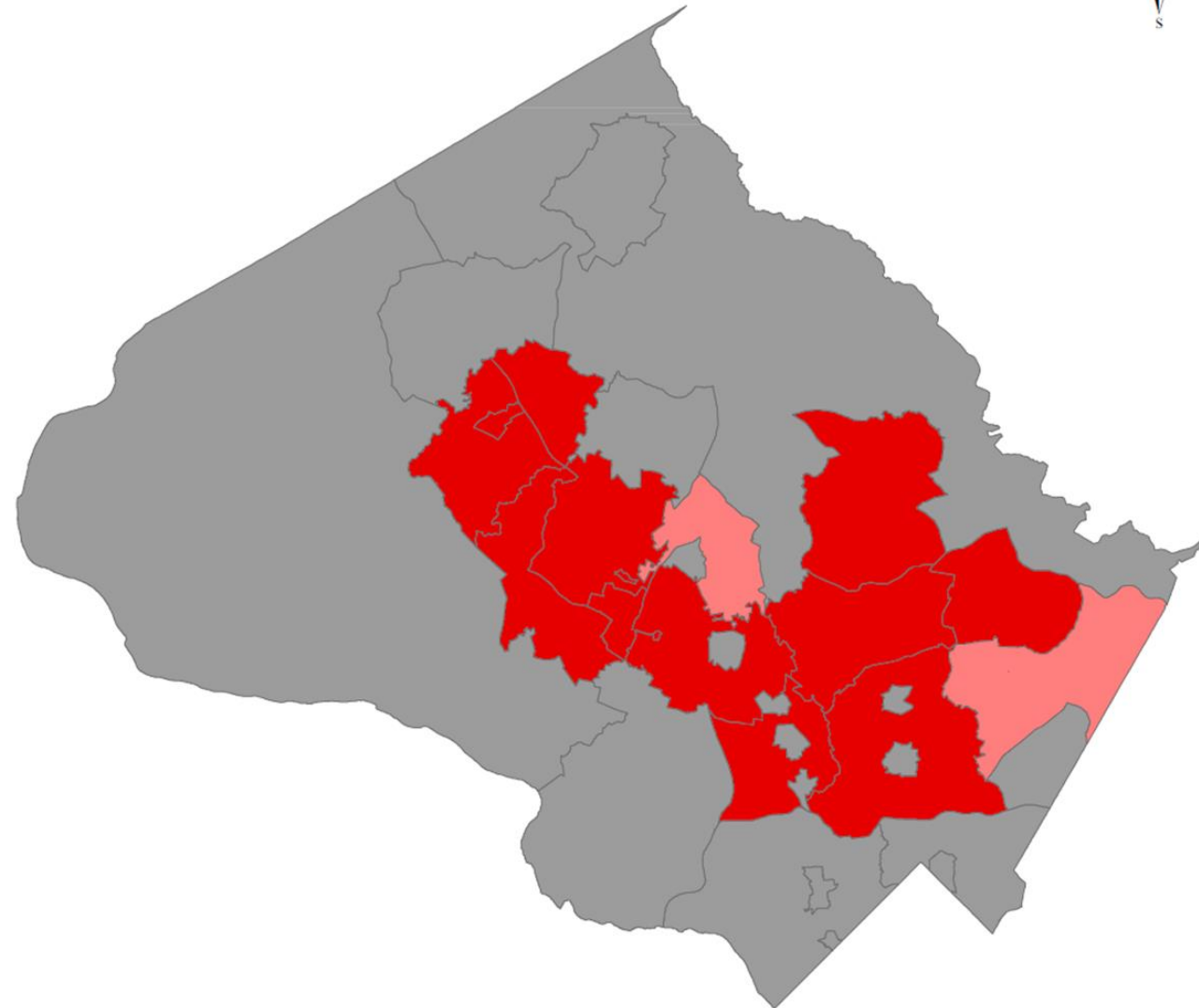


# Transportation Recommendations

## Recommendation #4:

**Do not apply the Policy Area test in the Red Policy Areas (MSPAs) or the Green (rural) Policy Areas, following current Policy Area test exemption for these areas.**

**Mitigation**  
■ No Mitigation  
■ Full Mitigation  
■ Partial Mitigation



# Transportation Recommendations

## Recommendation #5:

**Adopt new vehicle trip generation rates based on updated land use and travel behavior data.**

The proposed set of new ITE-adjusted vehicle trip generation rates have been calculated based on current land use data and travel mode choice.

		ITE Vehicle Trip Adjustment Factors			
Policy Area #		Residential	Office	Retail	Other
2	Aspen Hill	97%	98%	99%	97%
3	Bethesda CBD	79%	63%	61%	62%
4	Bethesda/Chevy Chase	87%	81%	85%	79%
6	Cloverly	99%	100%	100%	100%
7	Damascus	100%	100%	100%	100%
8	Derwood	94%	94%	87%	94%
11	Gaithersburg City	88%	86%	74%	85%
12	Germantown East	95%	90%	95%	91%
14	Germantown West	93%	87%	92%	88%
13	Germantown Town Center	85%	89%	77%	88%
17	Kensington/Wheaton	91%	92%	96%	92%
18	Montgomery Village/Airpark	93%	100%	93%	100%
19	North Bethesda	83%	87%	71%	82%
20	North Potomac	97%	100%	100%	100%
21	Olney	99%	100%	99%	100%
22	Potomac	97%	98%	96%	98%
23	R&D Village	89%	88%	80%	90%
24	Rockville City	88%	94%	87%	98%
29	Silver Spring CBD	77%	65%	58%	65%
30	Silver Spring/Takoma Park	83%	83%	82%	84%
32	Wheaton CBD	85%	85%	76%	84%
16	Grosvenor	81%	84%	75%	80%
31	Twinbrook	81%	80%	74%	79%
33	White Flint	79%	78%	72%	78%
15	Glenmont	90%	91%	96%	91%
5	Clarksburg	100%	100%	100%	100%
28	Shady Grove Metro Station	89%	88%	77%	88%
10	Friendship Heights	78%	70%	73%	70%
25	Rockville Town Center	79%	80%	70%	79%
27	Rural West	100%	100%	100%	100%
26	Rural East	99%	99%	98%	100%
34	White Oak	89%	90%	91%	88%
9	Fairland/Colesville	96%	96%	99%	97%



# Transportation Recommendations

## Recommendation #6:

Replace the 30 peak hour vehicle trip threshold for a Local Area Transportation Review (LATR) study with a 50 person trips per hour threshold.

The default mode split by policy area is provided as part of the LATR Guidelines.

Silver Spring/Takoma Park	Persons Trips (Vehicle trips/Vehicle Mode Share)	Vehicle Trips*	Transit Trips	Ped/Bike Trips
Peak Hour Modal Splits (in LATR Guidelines)	100%	63%	15%	11%
Trips by Size of Development				
20,000 sf	49	31	7	13
80,000 sf	135	85	20	35
200,000 sf	332	209	50	87

\*Vehicle Trips (per size of project and land use) ITE manual adjusted by MoCo Trip Generation Rate Factors



# Transportation Recommendations

## Recommendation #7:

**Retain CLV only as a screening tool to be applied in all Policy Areas outside the “Red” (MSPA) Policy Areas of the County, employing a more thorough, delay-based transportation analysis tool in these areas.**

policy area	critical lane volume standard
26 Rural East 27 Rural West	1,350
7 Damascus	1,400
5 Clarksburg 11 Gaithersburg City 12 Germantown East 14 Germantown West 18 Montgomery Village/Airpark	1,425
6 Cloverly 20 North Potomac 21 Olney 22 Potomac 23 R&D Village	1,450
2 Aspen Hill 8 Derwood 9 Fairland/White Oak	1,475

policy area	critical lane volume standard
24 Rockville City	1,500
19 North Bethesda	1,550
4 Bethesda-Chevy Chase 17 Kensington-Wheaton 13 Germantown Town Center 30 Silver Spring-Takoma Park	1,600
3 Bethesda CBD 10 Friendship Heights CBD 29 Silver Spring CBD 32 Wheaton CBD 15 Glenmont MSPA 16 Grosvenor MSPA 25 Rockville Town Center MSPA 28 Shady Grove MSPA 31 Twinbrook MSPA 33 White Flint MSPA	1,800

All intersections are screened based on their observed CLV.

For any intersection found to have an observed CLV greater than the Policy Area standard, an operations analysis will be required.





# Transportation Recommendations

## Recommendation #7:

For any intersection with a total future CLV greater than 1,600 **or** a total future CLV greater than 1,450 where the proposed development increases intersection demand by 10 CLV **and** either the intersection is on a congested roadway with a travel time index greater than 2.0 (as documented by monitoring reports), or the intersection is within 600' of another signal, a network analysis is required.

Vehicle Test Threshold for Mitigation

If Policy Area CLV Standard Is...	....Then Intersection or Network Vehicle Delay Standard Is
1350-1425	35 seconds per vehicle
1450-1550	55 seconds per vehicle
1600	80 seconds per vehicle
1800	120 seconds per vehicle

Transit Test Threshold for Mitigation

Inventory buses at stops/stations within 1,000'. If average passenger load of buses on any one route exceed LOS D at that station during the peak hour, identify the number of additional buses required to achieve LOS D for route

Ped/Bike Threshold for Mitigation

For site with > 100 peds/hour  
Fix (or fund) ADA non-compliance within 500' radius of site boundaries  
Ensure LOS D for crosswalk pedestrian space at study intersections within 500' of site or within URCA/BPPA  
For any intersection within URCA/BPPA  
If operational analysis is triggered, mitigation must not increase average pedestrian crossing time

For sites with significant bicycle trip generation (100 non-motorized trips per hour plus school/bikeshare proximity):  
Identify routes/improvements need to provide LTS=2 conditions to all destinations within 1,500 feet of site boundaries



# Transportation Recommendations

## **Recommendation #8:**

**Exempt the White Flint Metro Station Policy Area from the local area test in recognition of the Special Tax District process in that area. Similarly, retain the elimination of LATR in the White Oak Policy Area in favor of the recently established “pro rata share” district process in that area.**

The Board also discussed adding to the future recommended studies list:

The Planning Department, with the assistance of MCDOT, should evaluate other areas of the County where a Pro Rata share approach to calculating “local” transportation infrastructure needs and associated per trip costs could be implemented.

# Transportation Recommendations

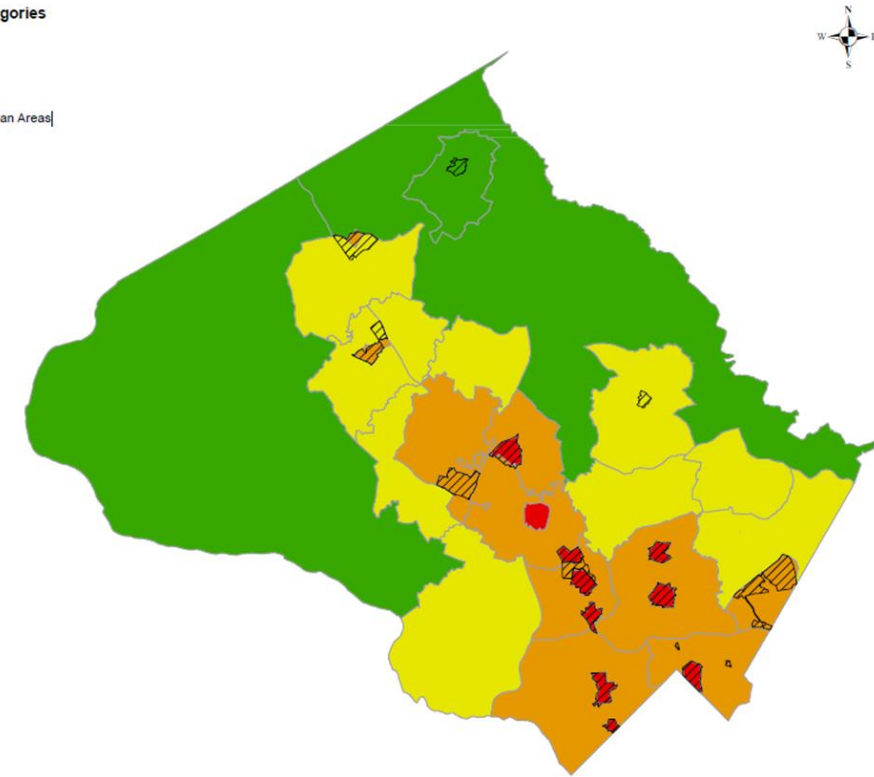
## Recommendation #9:

Allow mitigation measures in **Urban Road Code** and **Bicycle Pedestrian Priority Areas** as follows:

- Require applicants to mitigate any impacts with solutions they can implement
- If those solutions cannot be implemented, a mitigation payment may be made.
- Acceptable reasons for mitigation payment include:
  - Offsite ROW needed (eminent domain v spite strips)
  - Active projects underway in the same area identified in CIP/CTP or required of other applicants
  - Disproportionate impact (i.e., example of a \$25,000 handicap ramp mitigation expanding to a \$200,000 signal systems rebuild)

Policy Area Categories

- Core
- Rural
- Suburban
- Urban
- Road Core Urban Areas





# Transportation Recommendations

## Recommendation #9:

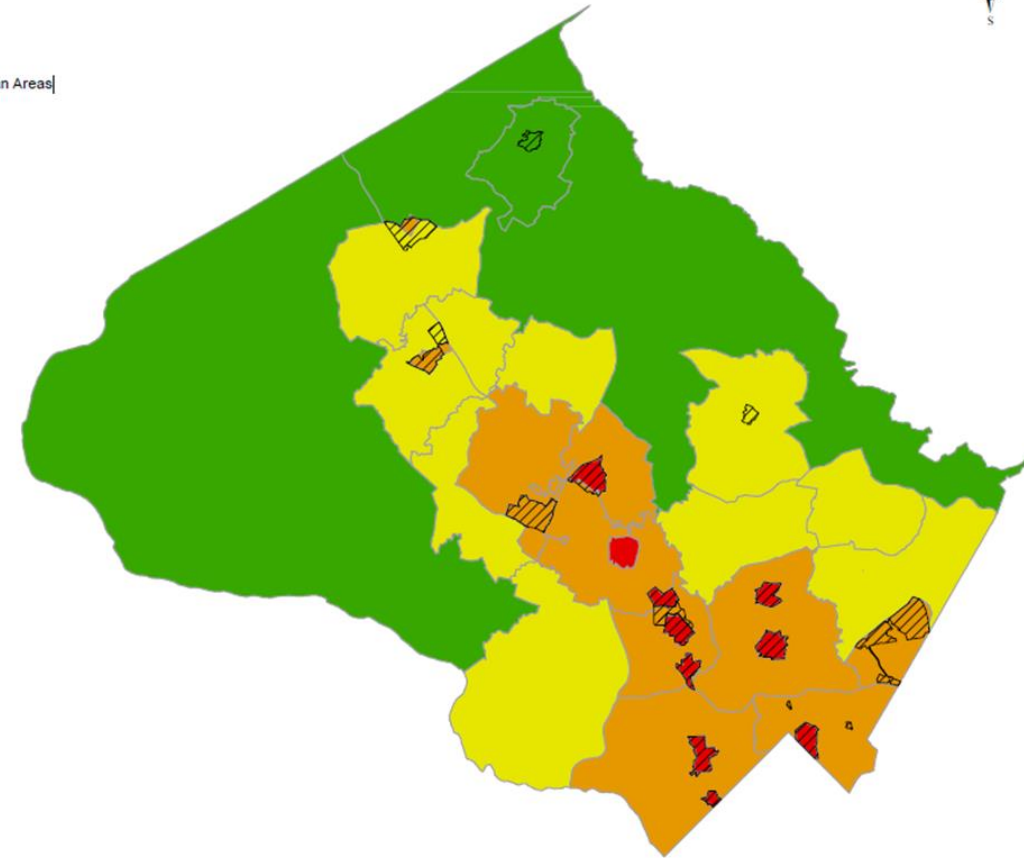
Also, for Urban Road Code and Bicycle Pedestrian Priority Areas, re-instate mitigation priorities stated in the pre-2012 LATR Guidelines as modified below:

- Peak hour vehicle trip reduction
- Provision of ped/bike facilities
- Provision of transit facilities/services
- Intersection improvements
- Roadway improvements

Require applicants to attempt to mitigate trips in priority order, and demonstrate to the Board why a higher level mitigation priority cannot be attained.

### Policy Area Categories

- Core
- Rural
- Suburban
- Urban
- Road Core Urban Areas







# Transportation Recommendations

## **Recommendation #10: Eliminate a LATR study requirement for the Alternative Review Procedure in Core Areas.**

This current procedure would be rendered irrelevant given the recommendation to eliminate local area traffic impact studies in “Core” Policy Areas.

## **Recommendation #11: Remove the Provisional Adequate Public Facilities (PAPF) provision from the LATR/TPAR Guidelines as there are other regulatory tools in place that accomplish the same function.**

## **Recommendation #12: Continue the production of the Mobility Assessment Report on a biennial schedule as a key travel monitoring element of the SSP.**

# Transportation Recommendations

## Recommendation #13:

**Update Transportation Impact Taxes using current CIP projects.**

**Adjust rates based on estimates of current Vehicle Miles of Travel (VMT) for trips to work which is a readily available – and relevant – measurement to use in establishing Policy Area specific rates for residential development. A similar and complementary metric for commercial development is the non-auto driver mode share for trips to work.**

*Table 1: Recommended New Adjustment Factors to Transportation Impact Tax Base Rates*

Policy Area Type	Residential HBW VMT	Ratio of impact to County Average	Proposed as Policy	Commercial HBW NADMS	Ratio of impact to County Average	Proposed as Policy
County Average	11.45			32.6		
Core	4.27	37%	0.25	45.2	81%	0.75
Urban	9.01	79%	0.75	28.3	106%	1.00
Suburban	15.39	134%	1.25	16.6	124%	1.25
Rural	25.84	226%	2.00	10.2	133%	1.25

# Transportation Recommendations

## Recommendation #13:

**Update Transportation Impact Taxes using current CIP projects.**

**Adjust rates based on estimates of current Vehicle Miles of Travel (VMT) for trips to work which is a readily available – and relevant – measurement to use in establishing Policy Area specific rates for residential development.**

**A similar and complementary metric for commercial development is the non-auto driver mode share for trips to work.**

New Rates After Factors Applied to the 2016 Adjusted Rates

	Red	Orange	Yellow	Green
Land Use				
Residential	0.25	0.75	1.25	2.00
SF Detached	\$3,653	\$10,959	\$18,266	\$29,225
MF Residential				
SF Attached	\$2,552	\$7,656	\$12,759	\$20,415
Garden Apartments	\$2,312	\$6,937	\$11,562	\$18,499
High - Rise Apartments	\$1,652	\$4,955	\$8,259	\$13,214
Multi-Family Senior	\$661	\$1,982	\$3,303	\$5,286
Commercial	0.75	1.00	1.25	1.25
Office	\$10.08	\$13.45	\$16.81	\$16.81
Industrial	\$5.01	\$6.69	\$8.36	\$8.36
Bioscience	\$0.00	\$0.00	\$0.00	\$0.00
Retail	\$8.97	\$11.96	\$14.95	\$14.95
Place of Worship	\$0.53	\$0.70	\$0.88	\$0.88
Private School	\$0.80	\$1.06	\$1.33	\$1.33
Hospital	\$0.00	\$0.00	\$0.00	\$0.00
Social Service Agencies	\$0.00	\$0.00	\$0.00	\$0.00
Other Non Residential	\$5.02	\$6.69	\$8.36	\$8.36

# School Recommendations

## Recommendation #1:

Calculate School Facility Payments and the School Impact Tax using **student generation rates** associated with all residential structures regardless of year built.

### Generation Rates

	ES	MS	HS	Total
SFD	0.205	0.109	0.148	0.463
SFA	0.234	0.107	0.143	0.484
MFLM	0.203	0.079	0.103	0.385
MFH	0.071	0.029	0.038	0.139



# School Recommendations

## Recommendation #2:

Implement a **hybrid annual school** test that combines cluster utilization tests with **individual school capacity deficit tests**.

Individual School Capacity Deficit Test	Thresholds		Action
	Elementary	Middle	
School Facility Payments	<b>92-seat capacity deficit</b> projected in the sixth year of the CIP	<b>150-seat capacity deficit</b> projected in the sixth year of the CIP	School Facility Payment applies to the applicable school service area, unless a capacity project is planned elsewhere, specifically identified in the CIP to relieve over-enrollment at the school failing this adequacy test.
Moratorium	<b>120% utilization</b> and <b>110-seat capacity deficit</b> projected in the sixth year of the CIP	<b>120% utilization</b> and <b>180-seat capacity deficit</b> projected in the sixth year of the CIP	Moratorium applies to the applicable school service area, unless a capacity project is planned elsewhere, specifically identified in the CIP to relieve over-enrollment at the school failing this adequacy test.

# School Recommendations

## Recommendation #3:

**Update the calculation of the School Facility Payment on a biennial basis** (concurrent with the annual school test or with the update to the Subdivision Staging Policy) using the latest student generation rates and school construction cost data.

# School Recommendations:

## Recommendation #4:

Modify the calculation of the School Facility Payments to **apply a 0.5 multiplier** instead of the current 0.6 multiplier.

School Facility Payment

50% Cost	ES	MS	HS
SFD	\$3,813	\$2,168	\$3,469
SFA	\$4,350	\$2,124	\$3,351
MFLM	\$3,769	\$1,562	\$2,424
MFH	\$1,326	\$575	\$899

# School Recommendations:

## Recommendation #5:

Require a **portion of the School Impact Tax** equivalent to 10 percent of the cost of a student seat be **dedicated to land acquisition for new schools**.

Fiscal Year	Dedicated Land Acquisition Funding Based on Impact Tax Collection
2011	\$1,608,983
2012	\$1,829,155
2013	\$3,100,195
2014	\$5,093,030
2015	\$3,630,753
<b>TOTAL</b>	<b>\$15,262,116</b>



# School Recommendations

## Recommendation #6:

Limit **placeholder capacity** to count as capacity in the Annual School Test for a maximum of 2 years.

Cluster	Level	School Year / Fiscal Year						
		2010-11 FY11	2011-12 FY12	2012-13 FY13	2013-14 FY14	2014-15 FY15	2015-16 FY16	2016-17 FY17
Richard Montgomery	ES	PL 2015	MOR	CP 2017	CP 2017	CP 2018	CP 2018	CP 2018
Northwood	ES		PL 2016	CP 2015	CP 2015	CP 2015	CP OPEN	
Northwest	ES		PL 2016	CP 2017	CP 2017	CP 2018	CP 2018	PL 2020
Bethesda-Chevy Chase	MS		PL 2016	CP 2017	CP 2017	CP 2017	CP 2017	CP 2017
Bethesda-Chevy Chase	HS			PL 2017	PL 2018	CP 2018	CP 2018	CP 2018
Northwood	MS						PL 2020	CP 2020
Northwood	HS						PL 2020	PL 2021
Gaithersburg	ES						PL 2020	CP 2020
Wheaton	MS						PL 2020	
Einstein	HS						PL 2020	PL 2021
Walter Johnson	HS						PL 2020	PL 2021

# School Recommendations

## Recommendation #7:

**Update the calculation of the School Impact Taxes on a biennial basis** (concurrent with the annual school test or with the update to the Subdivision Staging Policy) using the latest student generation rates and school construction cost data.

	Elementary School	Middle School	High School
Capacity/Core	740	1,200	2,400
Building Size (sf)	99,000	165,000	400,000
Project Cost	\$27,522,000	\$47,520,000	\$112,500,000
<b>2016 Cost per Pupil</b>	<b>\$37,192</b>	<b>\$39,600</b>	<b>\$46,875</b>
2007 Cost per Pupil	\$32,525	\$42,352	\$47,502
<b>Change Since 2007</b>	<b>+\$4,667</b>	<b>-\$2,752</b>	<b>-\$627</b>

# School Recommendations:

## Recommendation #8:

Remove the 0.9 multiplier in the School Impact Tax, **to capture the full cost** of school construction associated with a new residential unit.

School Impact Tax		
100% Cost	Impact Tax	% Change
SFD	\$18,900	−30%
SFA	\$19,652	−3%
MFLM	\$15,511	+22%
MFH	\$5,601	+3%



# School Recommendations

## Recommendation #9:

### Remove the School Impact Tax and School Facility Payments exemptions

in former Enterprise Zones through a phased approach.

Phase out the former Enterprise Zone exemption over a period of four years, as described below:

For Preliminary Plans Approved...	School Impact Tax and School Facility Payments
Within one year of 2016 SSP adoption or expiration of Enterprise zone designation	Full exemption remains
Within two years of 2016 SSP adoption or expiration of Enterprise zone designation	25% of the applicable tax and payment
Within three years of 2016 SSP adoption or expiration of Enterprise zone designation	50% of the applicable tax and payment
Within four years of 2016 SSP adoption or expiration of Enterprise zone designation	75% of the applicable tax and payment
After four years of 2016 SSP adoption or expiration of Enterprise zone designation	100% of the applicable tax and payment

# School Recommendations

## Recommendation #10:

Conduct further research to **develop the criteria and process by which an area of the County can be exempted** from the School Impact Tax and School Facility Payments.

# School Recommendations

## Recommendation #11:

Allow credit against the School Impact Tax for **land dedicated for a school site**, as long as the density calculated for the dedication area is excluded from the density calculation for the site.

**Currently, credit against the school impact tax is allowed for the construction of school facilities.**