



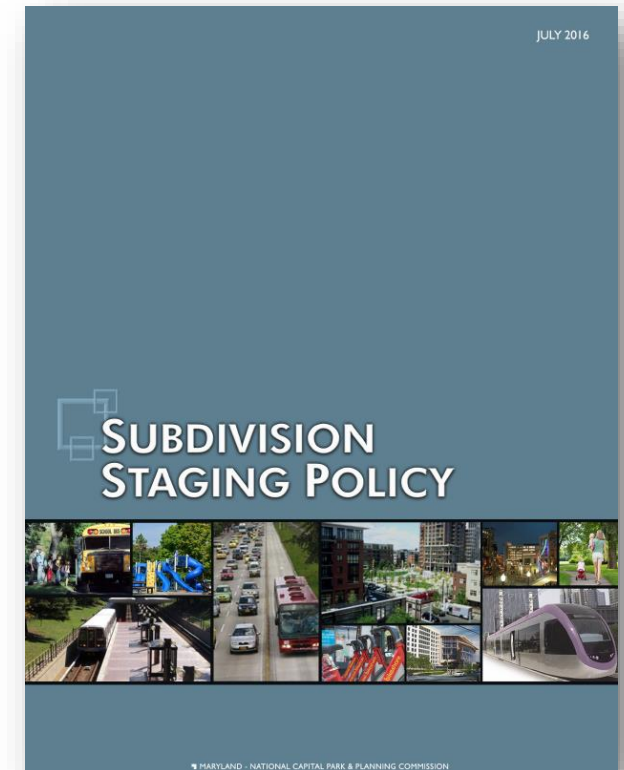
2016 Subdivision Staging Policy

Planning Board Recommendation Summary

Background

The **Subdivision Staging Policy** (formerly the Growth Policy) is the set of policy tools that:

- Establish criteria to determine and test the adequacy of public facilities.
- Match the timing of private development with the availability of public facilities (schools, transportation, water, sewer and other infrastructure).



Background

- PAST: The Growth Policy was designed to ensure that road and school capacity kept pace with growth.
 - Where new areas of the County were being developed, infrastructure to support new homes and businesses was needed.
- TODAY: Much of the County has already been developed.
 - Growth is occurring through infill development and redevelopment, as well as through the resale of existing homes to young families in many of the County's established neighborhoods.
 - Pressure on transportation systems and school facilities already built.

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	92-seat capacity deficit projected in the sixth year of the CIP	150-seat capacity deficit 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	120% utilization and 110-seat capacity deficit projected in the sixth year of the CIP	120% utilization and 180-seat capacity deficit 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.

Subdivision Staging Policy

Results of School Test for FY 2017

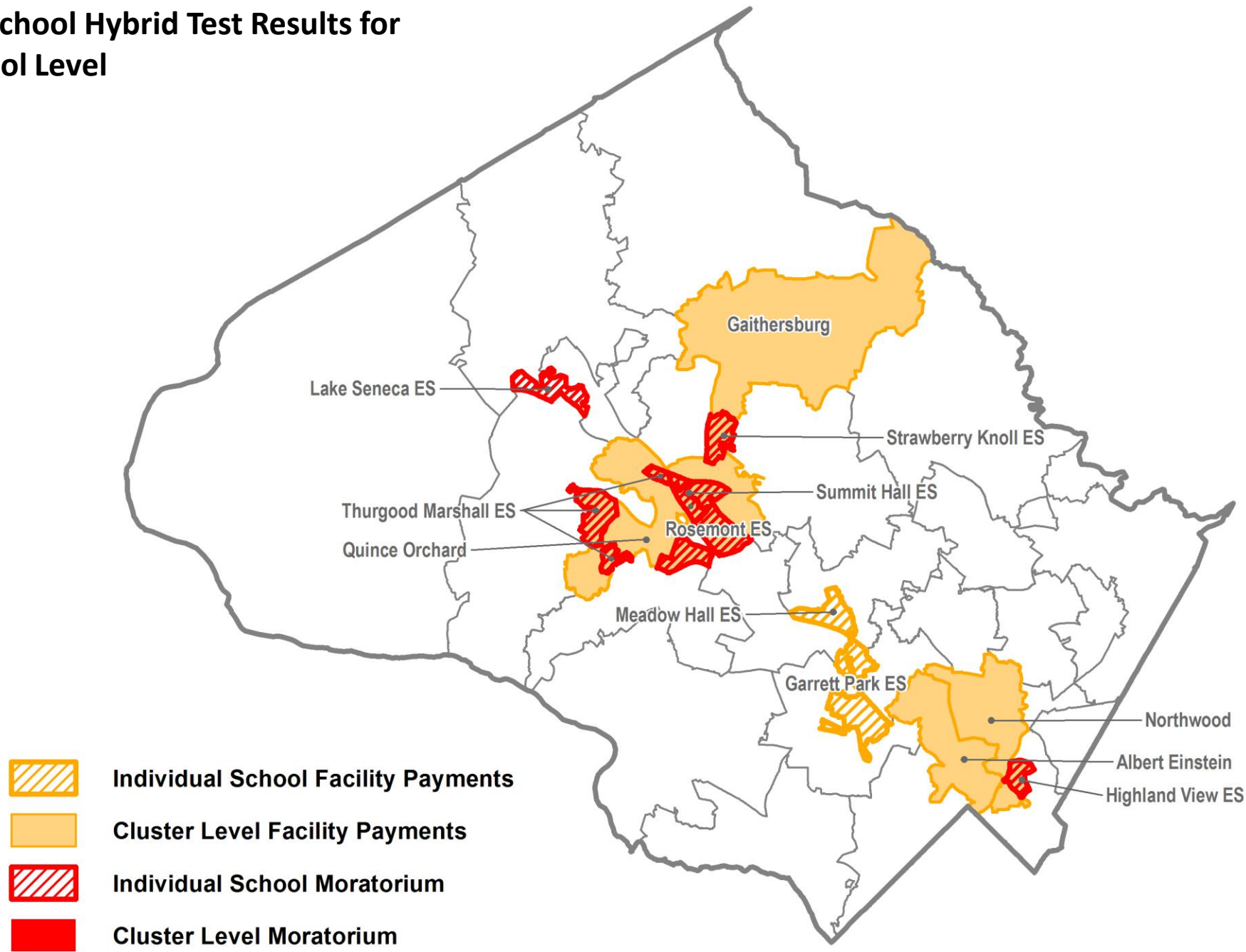
Reflects County Council Adopted FY 2017 Capital Budget and the FY 2017-2022 Capital Improvements Program (CIP)
Effective November 15, 2016

School Test Outcome	School Test Description and Details	Cluster Outcomes by Level		
		Elementary Inadequate	Middle Inadequate	High Inadequate
<p><u>School Facility Payment</u></p> <p>School facility payment required in inadequate clusters to proceed.</p>	<p><u>Clusters over 105% utilization</u></p> <p>Test year 2021-22</p>	<p>Einstein (107.4%) Gaithersburg (112.4%) Northwood Cluster (116.0%) Quince Orchard Cluster (113.2%)</p>	<p>Gaithersburg Cluster (107.5%) Rockville Cluster (116.2%) Wheaton Cluster (110.7%)</p>	<p>Blair (116.3%) Churchill (113.5%) Einstein (116.9%) Gaithersburg (107.6%) Walter Johnson (113.9%) Kennedy (112.5%) Richard Montgomery (112.2%) Northwood (114.8%) Paint Branch (111.0%) Quince Orchard (110.4%)</p>
	<p><u>Schools at or above seat deficit thresholds</u></p> <p>Elementary: 92 seats Middle: 150 seats</p> <p>Test year 2021-22</p>	<p>Garrett Park ES (-128) Meadow Hall ES (-106)</p>		
<p><u>Moratorium</u></p> <p>Moratorium required in clusters that are inadequate.</p>	<p><u>Clusters over 120% utilization</u></p> <p>Test year 2021-22</p>			
	<p><u>Schools at or above seat deficit thresholds and over 120% utilization</u></p> <p>Elementary: 110 seats Middle: 180 seats</p> <p>Test year 2021-22</p>	<p>Highland View ES (-112, 137.6%) Lake Seneca ES (-113, 127.2%) Thurgood Marshall ES (-118, 122.1%) Rosemont ES (-250, 140.8%) Strawberry Knoll ES (-144, 129.9%) Summit Hall ES (-191, 141.0%)</p>		

Capacity in clusters include the following placeholder projects:

- Twenty elementary school classrooms in the Northwest Cluster
- Six high school classrooms in the Einstein Cluster
- Eight high school classrooms in the Walter Johnson Cluster
- Ten high school classrooms in the Northwood Cluster

**FY2017 Annual School Hybrid Test Results for
Elementary School Level**



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
Garden	0.203	0.079	0.103	0.385
High Rise	0.071	0.029	0.038	0.139

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	\$18,878	−30%
SFA	\$19,643	−3%
Garden	\$15,507	+21%
High Rise	\$5,570	+3%

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	\$3,812	\$2,158	\$3,469
SFA	\$4,351	\$2,119	\$3,352
Garden	\$3,775	\$1,564	\$2,414
High Rise	\$1,320	\$574	\$891

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, limiting any change (increase or decrease) to no more than five percent.

	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
2016 Cost per Pupil	\$37,192	\$39,600	\$46,875
2007 Cost per Pupil	\$32,525	\$42,352	\$47,502
Change Since 2007	+\$4,667	-\$2,752	-\$627

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, limiting any change (increase or decrease) to no more than five percent.

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.

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
TOTAL	\$15,262,116

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

KEY

PL: Placeholder for capacity in August of indicated year

CP: Capacity project scheduled to open in August of indicated year

MOR: Cluster placed in moratorium

CP OPEN: Capacity project open

Red text: Change in timeframe from previous year

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.



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

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

Green

Rural East
Rural West
Damascus

Transportation Recommendations

Recommendation #2:

- Designate the **Clarksburg Policy Area** as an “Orange” Policy Area in recognition of the original vision for Clarksburg and the planned high-quality transit service to be provided by the Corridor Cities Transitway, and
- Establish three new 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

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

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.

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

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.

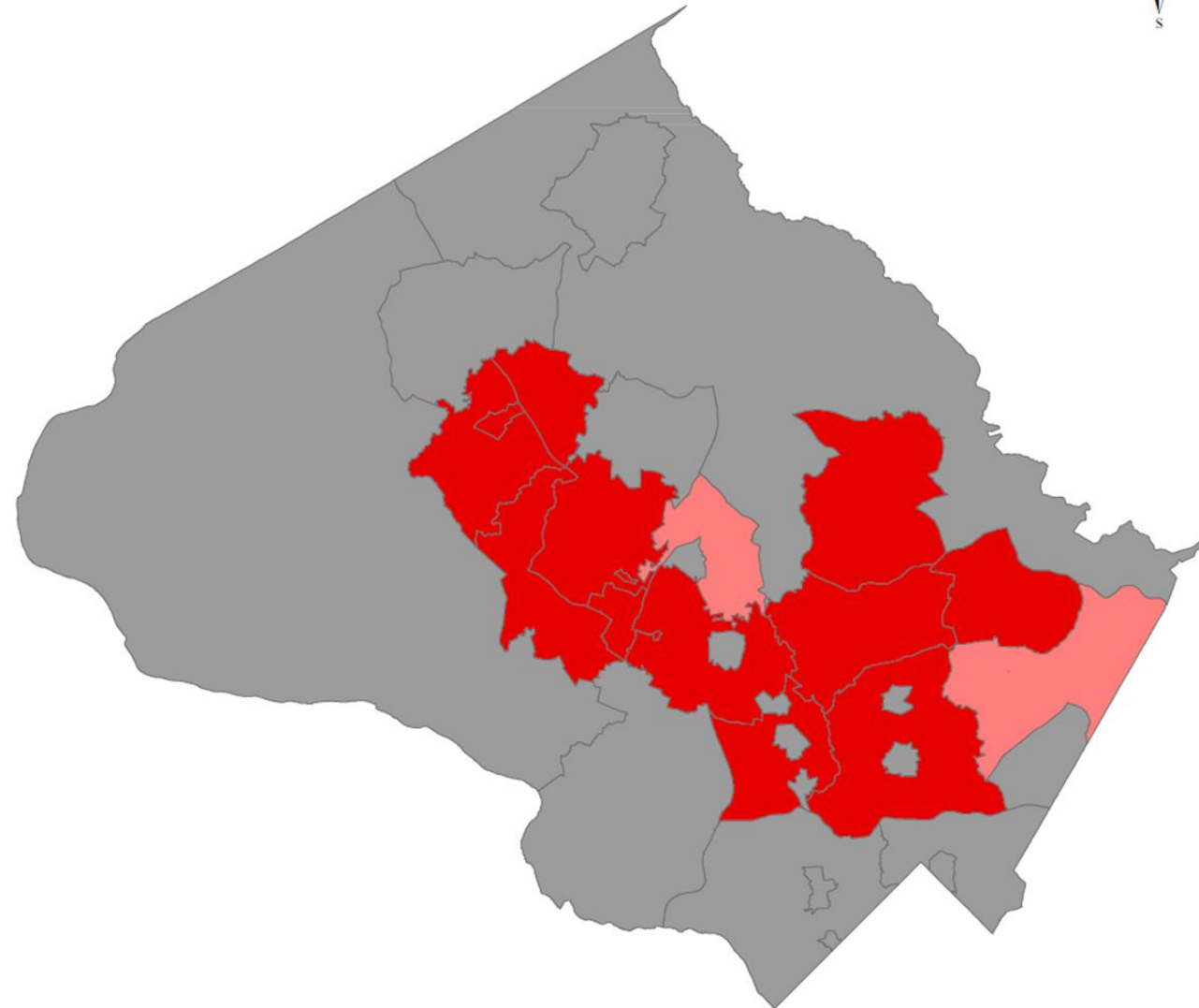
Policy Area	Transit Accessibility Mitigation
Red Group	
Bethesda CBD	Exempt
Friendship Heights	Exempt
Grosvenor	Exempt
Glenmont	Exempt
Rockville Town Center	Exempt
Shady Grove Metro Station	Exempt
Silver Spring CBD	Exempt
<u>Twinbrook</u>	Exempt
Wheaton CBD	Exempt
White Flint	Exempt
Orange Group	
Bethesda/Chevy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

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 TPAR 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. The Guidelines will be updated following adoption of the SSP.

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 (Office use)				
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 total future CLV.

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



Transportation Recommendations

Recommendation #7:

A **Network Analysis** is required 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 listed as 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.

Otherwise, an intersection operational analysis is sufficient.



Transportation Recommendations

Recommendation #8:

Retain the exemption of 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 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

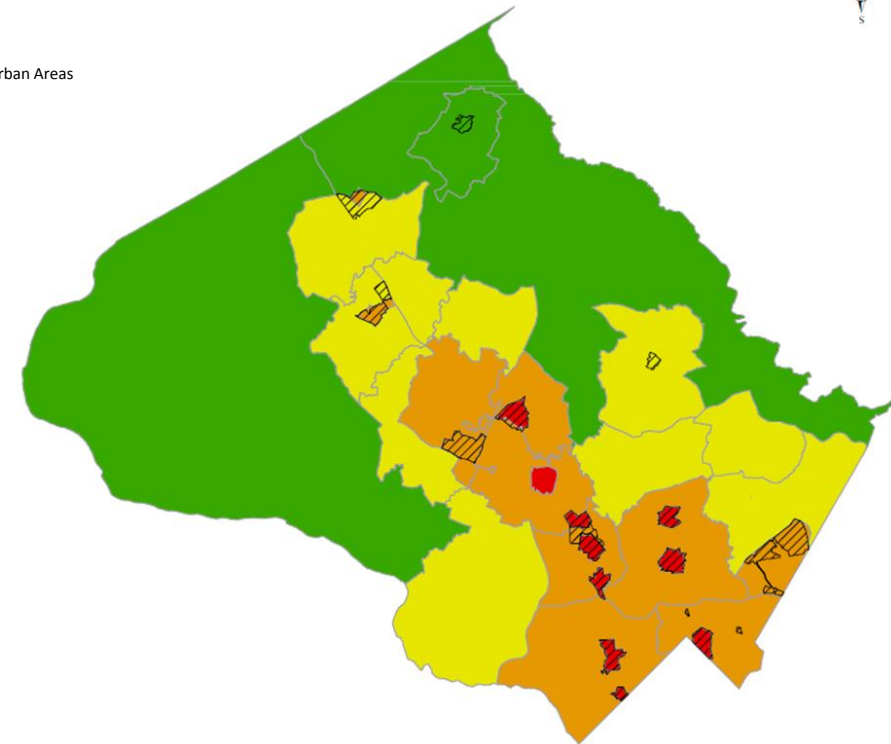
Recommendation #9:

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 (at a per trip rate established in the LATR Guidelines) may be made.
- Acceptable reasons for requesting a 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

- Red
- Green
- Yellow
- Orange
- Road Code Urban Areas



Transportation Recommendations

Recommendation #9:

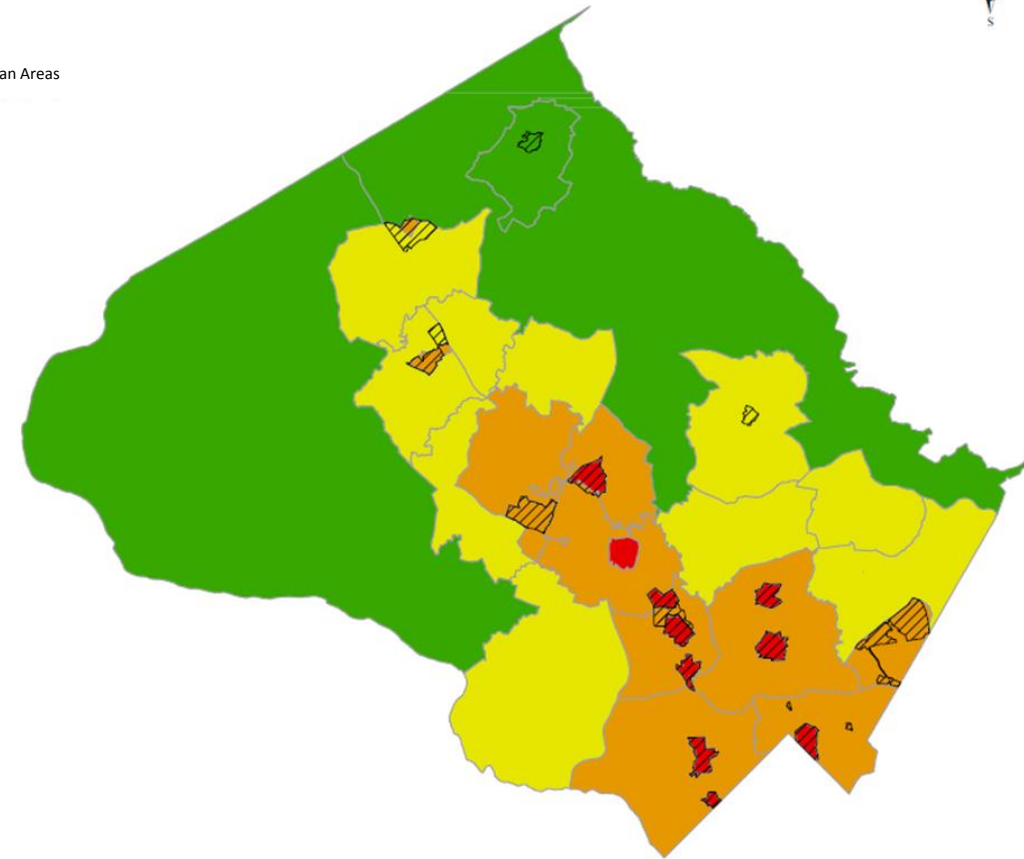
Also, for Urban Road Code and Bicycle Pedestrian Priority Areas, re-instate mitigation priorities stated in the pre-2012 LATR Guidelines as modified below:

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

- Red
- Green
- Yellow
- Orange
- Road Code Urban Areas





Transportation Recommendations

Recommendation #10:

Eliminate a LATR study requirement for the Alternative Review Procedure in Red Policy Areas. The current procedure would be rendered irrelevant given the recommendation to eliminate local area traffic impact studies in Red 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.

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		
Red (MSPAs)	4.27	37%	0.25	45.2	81%	0.75
Orange	9.01	79%	0.75	28.3	106%	1.00
Yellow	15.39	134%	1.25	16.6	124%	1.25
Green	25.84	226%	2.00	10.2	133%	1.25



Transportation Recommendations

New Rates After Factors Applied to the 2016 Adjusted Rates

Recommendation #13:

In addition to updating the Transportation Impact Taxes using current CIP projects, and adjusting residential use rates by VMT, and commercial use rates by NADMS, apply a 1/3 reduction to the rates for commercial uses in the Red Policy 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
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	\$6.72	\$13.45	\$16.81	\$16.81
Industrial	\$3.34	\$6.69	\$8.36	\$8.36
Bioscience	\$0.00	\$0.00	\$0.00	\$0.00
Retail	\$5.98	\$11.96	\$14.95	\$14.95
Place of Worship	\$0.35	\$0.70	\$0.88	\$0.88
Private School	\$0.53	\$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	\$3.35	\$6.69	\$8.36	\$8.36



Transportation Recommendations

Recommendation #14:

MULTIPLIER FOR TRANSPORTATION IMPACT TAX REDUCTION – PARKING INCENTIVE

Percentage Parking Supply is Below Baseline Minimum	Percentage Reduction in Transportation Impact Tax After Policy Area Adjustment											
	Red Policy Areas				Orange Policy Areas				Yellow Policy Areas			
	Residential	Office	Retail	Other	Residential	Office	Retail	Other	Residential	Office	Retail	Other
X	3X	3X	3X	3X	2X	2X	2X	2X	X	X	X	X

Adjustment To Transportation Impact Tax To Incentivize Reduced Parking

This approach would further incentive development to minimize parking capacity – especially in areas where options may exist for access by modes other than auto.

The specific recommendation is to “allow for transportation impact tax credits based on the percentage of parking supply below the applicable baseline minimum where parking below the baseline minimum is allowed under Section 6.2.3.1 of Chapter 59 of the County Code.”