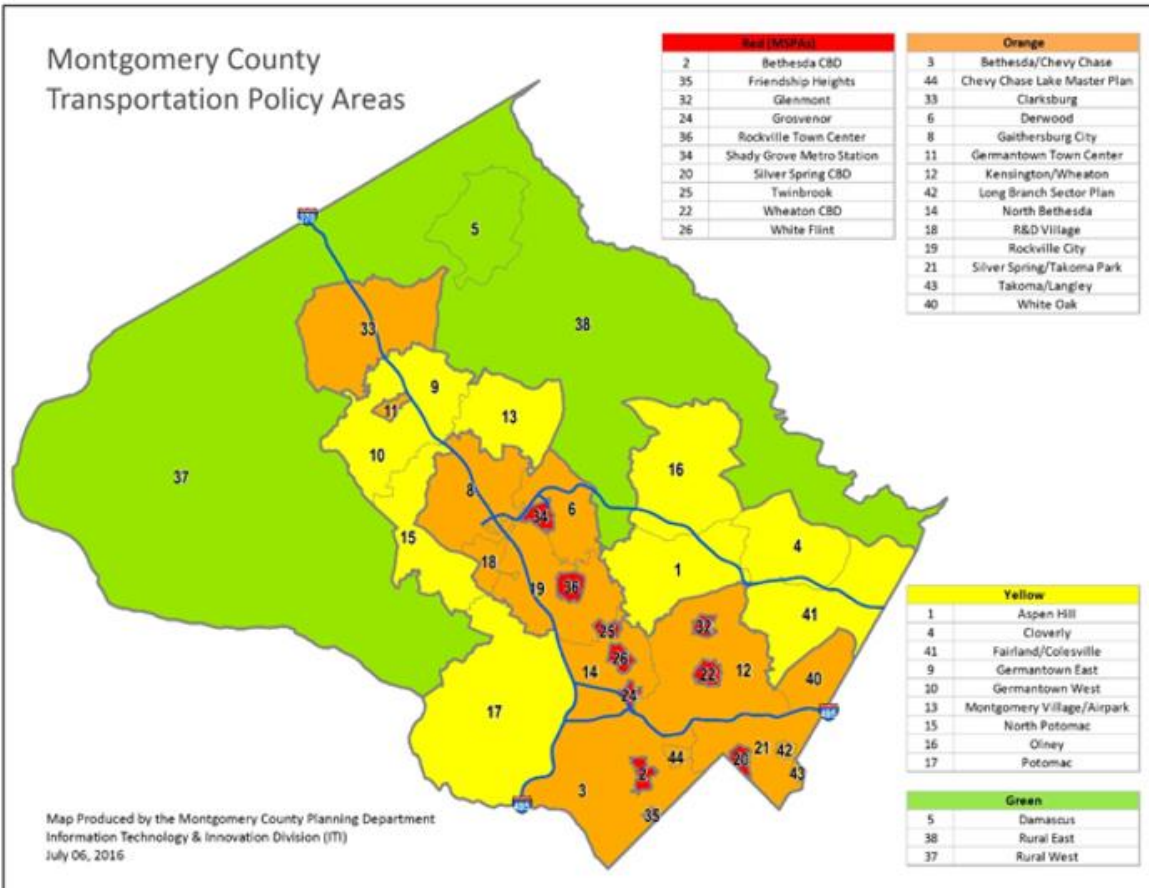


2016 Subdivision Staging Policy Recommendations

Transportation Recommendations:

1. Recommendation: Organize the County Policy Areas into four (4) key categories described as follows and depicted in the map below:

- **Red** (MSPAs): Down County Central Business Districts and Metro Station Policy Areas characterized by high-density development and the availability of premium transit service (i.e., Metrorail/MARC).
- **Orange**: Corridor cities, town centers, and emerging Transit-Oriented Development (TOD) areas where premium transit service (i.e., Corridor Cities Transitway, Purple Line/Bus Rapid Transit) is planned.
- **Yellow**: Lower density areas of the County characterized by mainly residential neighborhoods with community-serving commercial areas.
- **Green**: The County’s agricultural reserve and rural areas.



2. Recommendation: Place the Clarksburg Policy Area in the “Orange” category in recognition of the original vision for this area 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 (within Montgomery County).

Red Group:

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

Orange Group:

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

Yellow Group:

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

Green Group:

Damascus
Rural East
Rural West

3. Recommendation: Adopt a new Policy Area transportation test based on transit accessibility.

Table 1: Transit Accessibility Mitigation Requirements by Policy Area

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
Twinbrook	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
Cloverly	Inadequate, Full Mitigation
Fairland/Colesville	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

4. Recommendation: Do not apply the Policy Area transit accessibility test in the “Red” (MSPAs) or the “Green” (rural) policy areas, consistent with current Policy Area test exemption for these areas.

5. Recommendation: Eliminate the LATR study requirement for Metrorail Station Policy Areas.

6. Recommendation: Adopt person-trip generation rates that reflect different land use context and travel behavior data.

Table 2: ITE Vehicle Trip Adjustment Factors

		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%

7. Recommendation: Replace the 30 peak hour vehicle trip threshold for an LATR study with a 50 person trips per hour threshold in areas of the County where LATR remains applicable.

8. Recommendation: Retain CLV **only** as a screening tool to be applied in a strategic manner in all areas except Metrorail Station Policy Areas. Employ more robust, delay-based transportation analysis tools in these areas as described below.

Table 3: Intersection Analysis Approach

Tier	Approach	Required for:	Features		
			Complexity	Addresses Delay	Addresses Adjacent Intersections
1	Total future CLV determines whether an intersection requires further analysis.	All areas (except development in MSPAs)	Low	No	No
2	Type of study required: Intersection Operations Analysis suffices if Tier 3 prerequisites do not apply.	Total future CLV greater than Policy Area CLV standard	Moderate	Yes	No
3	Or a Network Operations Analysis	Tier 2 prerequisite plus: Intersection has a total future CLV greater than 1600, or Intersection with a total future CLV greater than 1450, where development increases intersection demand by 10 CLV and either: (a) the intersection is on a congested roadway with a travel time index greater than 2.0 as documented by monitoring reports, or (b) the intersection is within 600' of another traffic signal	High	Yes	Yes

9. Recommendation: For LATR mitigation, adjust the prioritization of mitigation approaches by mode and allow for mitigation payment in lieu of construction in the Road Code Urban Areas and Bicycle Pedestrian Priority Areas

10. Recommendation: 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.

11. Recommendation: Eliminate a LATR study requirement for the Alternative Review Procedure in “Red” Policy Areas.

12. Recommendation: 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.

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

14. Recommendation: Adopt the following transportation impact tax rates based on updated transportation infrastructure cost estimates and trip generation rates, applying new adjustment factors related to per capita VMT and NADMS by policy area category, and applying a one-third reduction to the non-residential tax rates in the “Red” category.

Table 16 – Recommended Rates with Commercial Policy Adjustment in MSPAs

General District Rate Comparison		2016 Rates After Locational Factors Applied to the 2016 Adjusted Rates and One-Third Reduction Applied to Commercial Rates in the Red Category			
Land Use	2016 Base Rates	Red (MSPAs)	Orange	Yellow	Green
Residential Locational Adjustment Factors		0.25	0.75	1.25	2.00
Residential Uses					
SF Detached	\$14,613	\$3,653	\$10,959	\$18,266	\$29,225
MF Residential					
SF Attached	\$10,208	\$2,552	\$7,656	\$12,759	\$20,415
Garden Apartments	\$9,250	\$2,312	\$6,937	\$11,562	\$18,499
High - Rise Apartments	\$6,607	\$1,652	\$4,955	\$8,259	\$13,214
Multi-Family Senior	\$2,643	\$661	\$1,982	\$3,303	\$5,286
Commercial Locational Adjustment Factors					
		0.75	1.00	1.25	1.25
Commercial Uses					
Office	\$13.45	\$6.72	\$13.45	\$16.81	\$16.81
Industrial	\$6.69	\$3.34	\$6.69	\$8.36	\$8.36
Bioscience	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Retail	\$11.96	\$5.98	\$11.96	\$14.95	\$14.95
Place of Worship	\$0.70	\$0.35	\$0.70	\$0.88	\$0.88
Private School	\$1.06	\$0.53	\$1.06	\$1.33	\$1.33
Hospital	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Social Service Agencies	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Other Non-Residential	\$6.69	\$3.35	\$6.69	\$8.36	\$8.36

14. Recommendation: Allow for transportation impact tax credits based on the percentage of parking supply below the applicable baseline minimum where parking below the minimum is allowed under Section 6.2.3.1 of Chapter 59 of the County Code.

Table 17: 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 Area				Orange Policy Area				Yellow Policy Area			
	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

School Recommendations:

1. Recommendation: Calculate School Facility Payments and the School Impact Tax using student generation rates associated with all residential structures built any year.

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

3. Recommendation: Update the calculation of the School Facility Payments 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.

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

Table 22: Comparison of School Facility Payment Rates, 2012 to 2016

Type of Unit	Current (2012) School Facility Payments			Proposed (2016) School Facility Payments		
	ES	MS	HS	ES	MS	HS
Single-family detached	\$ 6,940	\$ 3,251	\$ 4,631	\$3,812	\$2,158	\$3,469
Single-family attached	\$ 4,160	\$ 1,743	\$ 2,754	\$4,351	\$2,119	\$3,352
Multi-family low to mid rise	\$ 2,838	\$ 1,169	\$ 1,877	\$3,775	\$1,564	\$2,414
Multi-family high rise	\$ 1,166	\$ 531	\$ 804	\$1,320	\$574	\$891

5. Recommendation: Placeholder capacity for a particular cluster level or school can only be counted as capacity in the annual school test for two years.

6. Recommendation: Update the School Impact Tax amounts 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.

7. Recommendation: Remove the 0.9 multiplier in the School Impact Tax, so as to capture the full cost of school construction associated with a new residential unit.

Table 25: Comparison of School Impact Tax 2007 to 2016

Unit Type	Current (2007) Impact Tax per Unit	Proposed (2016) Impact Tax per Unit
Single Family Detached	\$26,827	\$18,878
Single Family Attached	\$20,198	\$19,643
Multi-Family Low- to Mid-Rise	\$12,765	\$15,507
Multi-Family High-Rise	\$5,412	\$5,570

8. Recommendation: 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.

9. Recommendation: Allow a 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.

10. Recommendation: Reintroduce the School Impact Tax and School Facility Payments in former Enterprise Zones through a phased approach.

Table 26: Former Enterprise Zone Exemption Phase-out

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

11. Recommendation: 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.