2016 Subdivision Staging Policy
TISTWG 6/7/16

Draft Review of Worksession #1 on 6/9/16
RECOMMENDATION # 1

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

**Core:** 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).

**Corridor:** Emerging Transit-Oriented Development (TOD) areas where premium transit service (i.e., Corridor Cities Transitway, Purple Line/Bus Rapid Transit) is planned.

**Wedge:** The low-density residential areas of the County.

**Rural:** The County’s agricultural and rural wedge.

Reflect: current land use patterns, travel modes, and planning vision.
Testimony related to Recommendation #1

A. Policy area classification
   • Terminology
   • Definition of areas in I-270 corridor
   • Evolution of classification over time

B. Concern about Non-Auto Driver Mode Share (NADMS) definitions

C. Schools/transportation equivalency
Proposed classification synthesizes:

- Current and vision
  - For planning, the key is “where do we want to be in 25 years?”
  - For implementation, the key is “where are we starting from?”
- Initially grouped by significant differences in placetypes for analysis of VMT, NADMS, transit accessibility
- Final definition also reflects policy:
  - Clarksburg Town Center
  - Metropolitan Grove?
Concern A. Policy Area Classification

• Should all the Metro Station Policy Areas (MSPAs) be considered equivalent Core Areas?
  • Bethesda, Silver Spring, and Friendship Heights are already Multimodal Centers
  • Twinbrook and White Flint will get there by 2040
  • No other MSPA comes close in having the level of both NADMS and density (which promotes walking and biking in addition to transit for NADMS)
Concern: Terminology

Should support General Plan concepts but not be confusing or conflicting
Concern: Terminology

Clarification: We are blending classic planning “D”s of
- Density
- Diversity
- Design
- Distance to Transit
- Distance to Core

The first three are characteristics of multimodal, mixed-use Centers

The last two may be characteristics of Centers, or of more residential Communities
Concern: Terminology

Clarification: The “Corridor” type reflects two different type of places, synthesizing classic planning “D”s of
- Density
- Diversity
- Design
- Distance to Transit
- Distance to Core

The first three are characteristics of multimodal, mixed-use Centers

The last two may be characteristics of more residential Communities
Concern: Terminology

- Suggested revisions:
  - Core becomes: Downcounty Centers
  - Corridor becomes:
    - Urban Ring Communities
    - Corridor Transit Centers
  - Wedge becomes:
    - Corridor Communities
    - Residential Communities
  - Rural retains label as Rural

- Additional Corridor Transit Centers such as Metropolitan Grove should be considered by municipalities for impact tax purposes based on master planned BRT service, minimum threshold acreage and planned activity unit density
• Definitions do vary across different sources, mostly regarding trip purposes, treatment of auto passengers, telework, and day(s) of survey
• Key is understanding comparison of like data points from place to place and/or from time to time, using a consistent measure, for categorization or tracking
• In example at right, removing telework (which is a desirable travel reduction tool) from definition drops NADMS fairly consistently from place to place
• Data sampling uses state of the practice approaches for observations and monitoring
RECOMMENDATION # 1

Concern C. Synthesizing Transportation and Schools

• TBD
Recommendation # 1 – revised

For example:

**Core**: 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).

**New name for Corridor** (looks more like an Inner Ring): Emerging Transit-Oriented Development (TOD) areas where premium transit service (i.e., Corridor Cities Transitway, Purple Line/Bus Rapid Transit) is planned.

**New name for Wedge** (because it includes the current corridor and this is confusing): The low-density residential areas of the County.

(Should there be a fifth category to distinguish current corridor from residential wedge)

**Rural**: The County’s agricultural and rural wedge.
RECOMMENDATION # 2

LATR: Clarify Multimodal Status: Based on testimony that LATR is auto only

Auto: Required for all LATR studies

Transit: Required if more than 50 transit trips generated

Pedestrian: Required if more than 100 pedestrian trips generated (including transit trips that are pedestrian trips en route to transit)

Bicycle: Required for Pedestrian analyses near bicycle trip generators (planned bikeshare stations and schools)

All LATR studies must:

Include a qualitative pedestrian/bicycle impact statement which is part of the current Guidelines

Describe the approach to mitigation based on considering the following priorities: TDM, ped/bike, transit, and auto improvements
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- Describe the approach to mitigation based on considering the following priorities: TDM, ped/bike, transit, and auto improvements
RECOMMENDATION # 3

LATR: Clarify Pass/Fail Status for Delay-Based Analyses

For CLVs up to 1600, relationship is based on 2010 Highway Capacity Manual. For CLV standard of 1800 relationship is based on extension of HCM curve.

<table>
<thead>
<tr>
<th>If Policy Area CLV Standard Is...</th>
<th>....Then Intersection or Network Vehicle Delay Standard Is</th>
</tr>
</thead>
<tbody>
<tr>
<td>1300 (LOS C/D boundary)</td>
<td>35 seconds per vehicle</td>
</tr>
<tr>
<td>1450 (LOS D/E boundary)</td>
<td>55 seconds per vehicle</td>
</tr>
<tr>
<td>1600 (LOS E/F boundary)</td>
<td>80 seconds per vehicle</td>
</tr>
<tr>
<td>1800 (MSPA standard)</td>
<td>120 seconds per vehicle</td>
</tr>
</tbody>
</table>

For intersections in road code urban areas, mitigation must not increase the total amount of pedestrian time required to wait and walk to cross the street.

For mitigation that includes transit priority, delays to be weighted for person trips by vehicle.
**RECOMMENDATION # 4**

**LATR: Clarify Reduced Reliance on CLVs**

Currently, operational analysis only required for CLVs above 1600.

Proposal to drop the thresholds to 1350 – the lowest (Rural) Policy Area standard.

Some commenters want greater reliance on CLV so that an operational analysis would only be required if CLV exceeded Policy Area Standard between 1350 and 1600.

Most CLVs in the County are below 1350; CLV remains an appropriate screening tool for these locations. See chart with x axis as latitude: downcounty to left and upcounty to right of chart.

Given concerns regarding the potential for significant congestion even if CLV is less than the current standard, retain proposed 1350 standard for triggering operational or network analysis.

Purpose of “+10” is to only require operational analysis when an intersection between 1350 and 1600 CLV is being substantially affected by the applicant’s traffic.
RECOMMENDATION # 5

LATR: Refine Definition of “Congested Roadway”

Recommendation: A network analysis (that considers upstream and downstream queueing) can be triggered if the location is on a congested arterial where a published monitoring report shows the travel time index is greater than 2.0.

Staff concurs with testimony that the intersection need not be on an arterial roadway if a published monitoring report includes other classes of roadway.

<table>
<thead>
<tr>
<th>Tier</th>
<th>CLV used to determine:</th>
<th>Required for:</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td>Whether a Traffic Impact Study is required.</td>
<td>All areas (except “Core” areas)</td>
</tr>
<tr>
<td>2</td>
<td>Type of study required: Intersection Operations Analysis</td>
<td>Development that increases the intersection demand by 10 CLV and total future CLV greater than 1350</td>
</tr>
<tr>
<td>3</td>
<td>Or a Network Operations Analysis</td>
<td>Intersection with 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:</td>
</tr>
</tbody>
</table>

- (a) the intersection is on a congested arterial 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 | Complexity | Addresses Delay | Addresses Adjacent Intersections |
<table>
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<tr>
<th></th>
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<tbody>
<tr>
<td>Low</td>
<td>No</td>
<td>No</td>
<td></td>
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</table>
LATR: Clarify Action Based on Location of Site vs Intersection

LATR adequacy defined based on the intersection location regardless of the development site.

Under current rules, the applicant must mitigate any impacts at both locations A (to achieve 1600 CLV) and B (to achieve 1800 CLV)

As proposed:

Applicant would only mitigate for location A and would pay for County to improve location B

As suggested:

Applicant should also only pay for County to improve location A, based on intent to streamline development in desired MSPA location.
Impact Tax: Develop Separate Tax Rates for Each Mode

The current impact tax is not mode specific. It is assessed based on estimates of vehicular impact but can be spent on any of a wide variety of roadway, ped/bike, or transit projects.

The Public Hearing Draft proposes to change the calculation methods to reflect multimodal inputs such as NADMS and trip length such as VMT, but retains the single factor.

Testimony suggests having separate impact taxes for each mode.

Recommendation is to retain the current approach for three reasons:

- Assessing mode-specific taxes based on demand suggests expenditures should be similarly tracked – more appropriate to assign expenditures based on policy.
- Smaller “bins” for assessing taxes, whether geographic or functional, result in lumpier assessments from one area to another.
- Pragmatic approach for managing calculation and expenditures for what is a relatively small amount of revenue relative to total County expenditures.
RECOMMENDATION # 8

Impact Tax: Base Tax Rates on Trips, Not Land Use

The current impact tax is based on building size (GSF or DU). The proposed rates reflect multimodal trends associated with the different Policy Area and land use classifications to build in general context-sensitivity.

Testimony suggested that applicants could reduce their impact taxes through other TDM approaches (in addition to the parking reduction factor).

Recommendation is to allow applicants to propose a customized, reduced impact tax rate (as is the case with LATR trip generation rates) only if they enter into a binding TMAg to monitor their TDM success:

- For most applicants, a lookup based on building and area type is the most cost-effective approach.

- For larger applicants, the reduced impact tax may provide some additional incentive to enter into a TMAg.
Impact Tax: Former Enterprise Zone Exemption

The current transportation impact tax is not applicable in the former Silver Spring Enterprise Zone.

Testimony suggested that this exemption be removed.

Staff concurs with this recommendation.