

2016 Subdivision Staging Policy
TISTWG 6/7/16

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

RECOMMENDATION # I

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.

Map 6: Policy Areas based on 4 key Categories

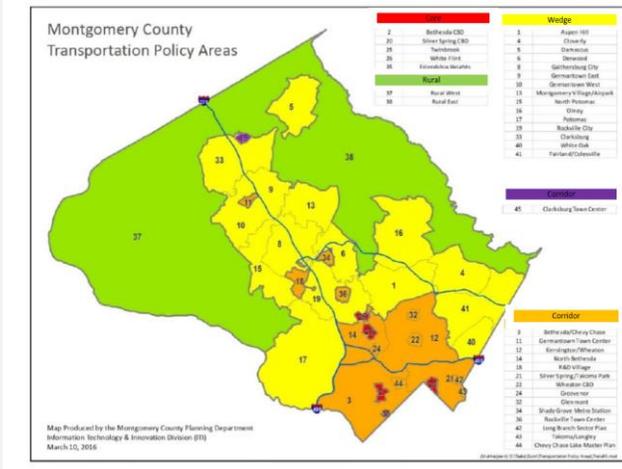
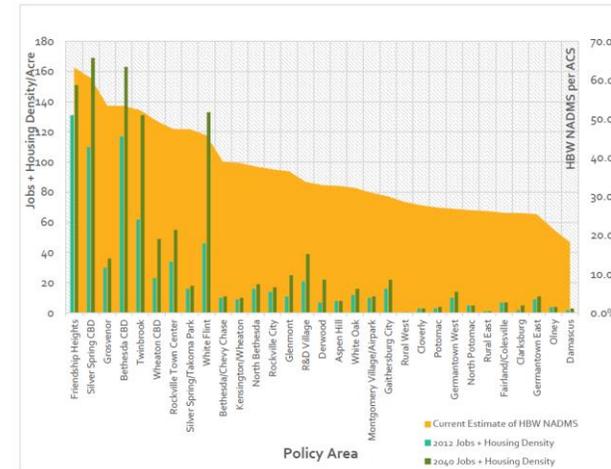


Figure 5: Comparing Existing and Future Density with Current HBW NADMS by Policy Area



RECOMMENDATION # I

Testimony related to Recommendation #I

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

Reflect: current land use patterns, travel modes, and planning vision.

Map 6: Policy Areas based on 4 key Categories

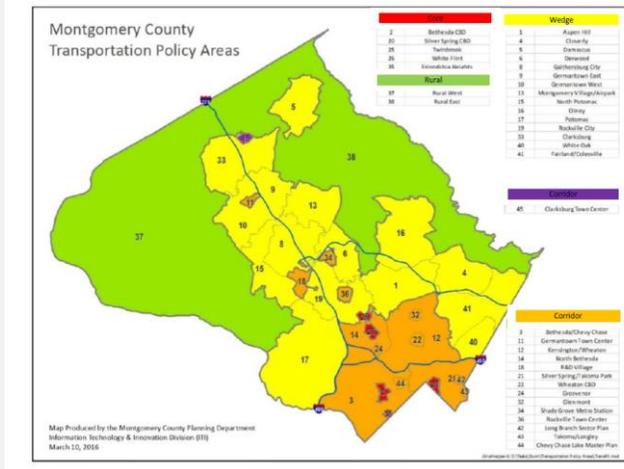
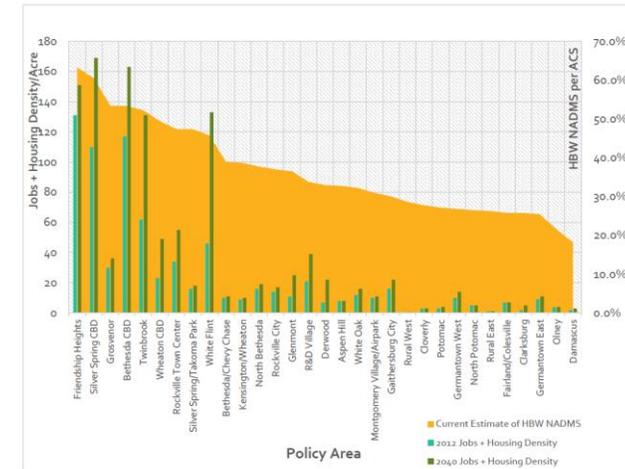


Figure 5: Comparing Existing and Future Density with Current HBW NADMS by Policy Area



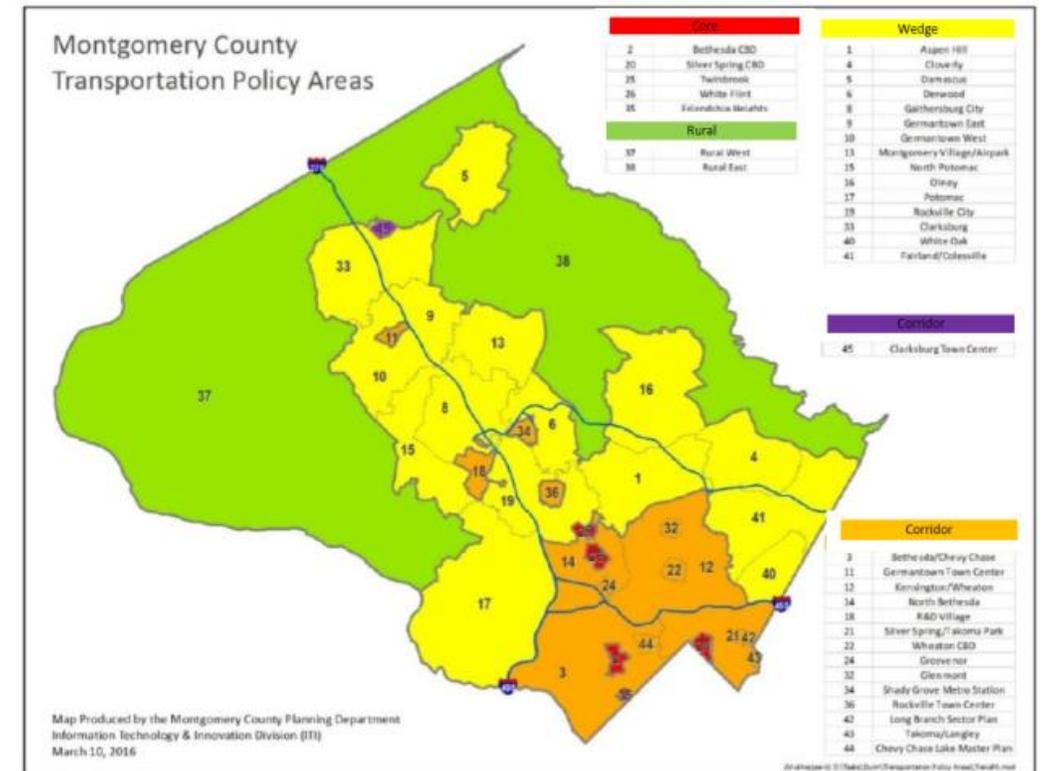
RECOMMENDATION # I

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

Map 6: Policy Areas based on 4 key Categories

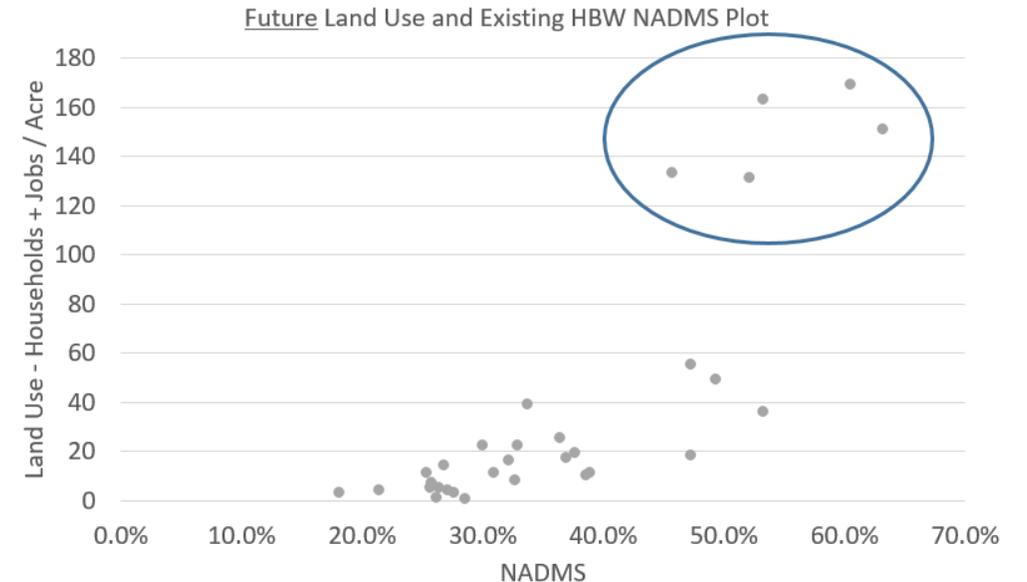


RECOMMENDATION # I

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 A. Policy Area Classification

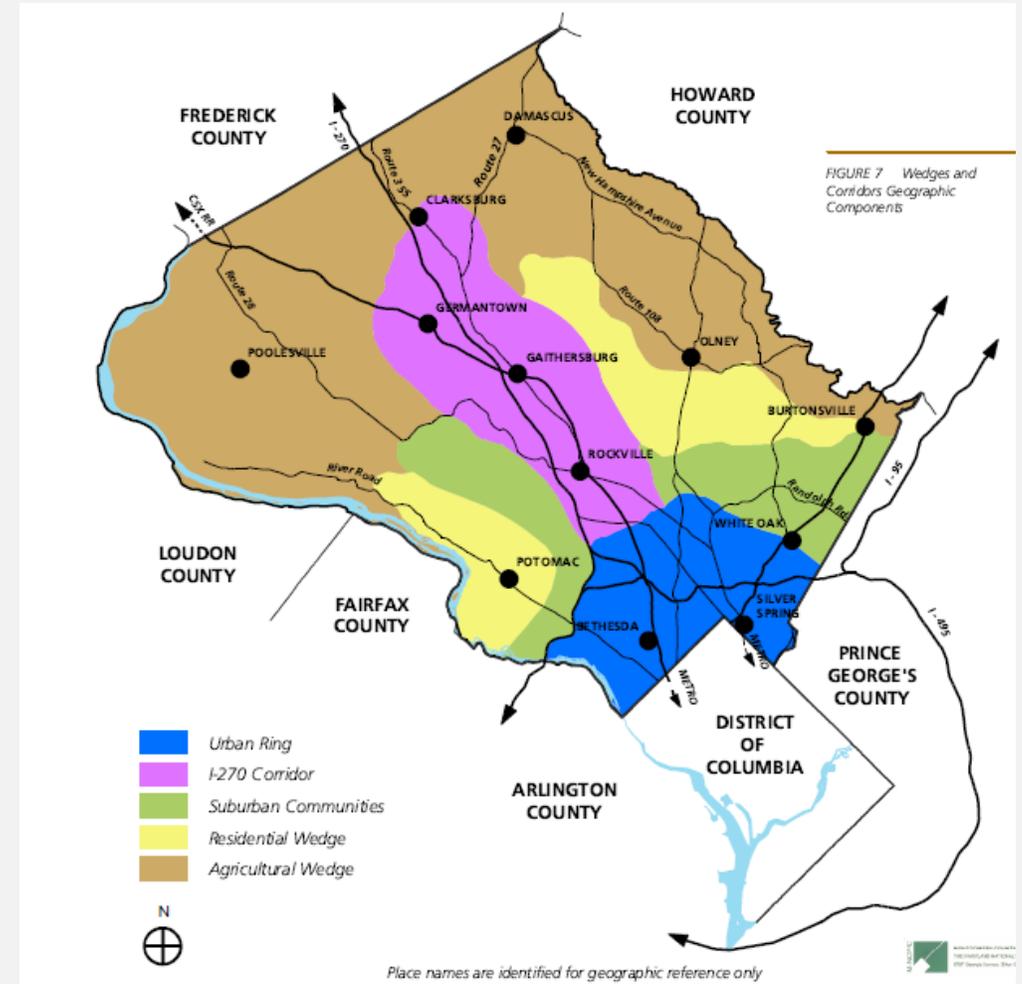


RECOMMENDATION # I

Concern: Terminology

Should support General Plan concepts but not be confusing or conflicting

Concern A. Policy Area Classification



RECOMMENDATION # I

Concern: Terminology

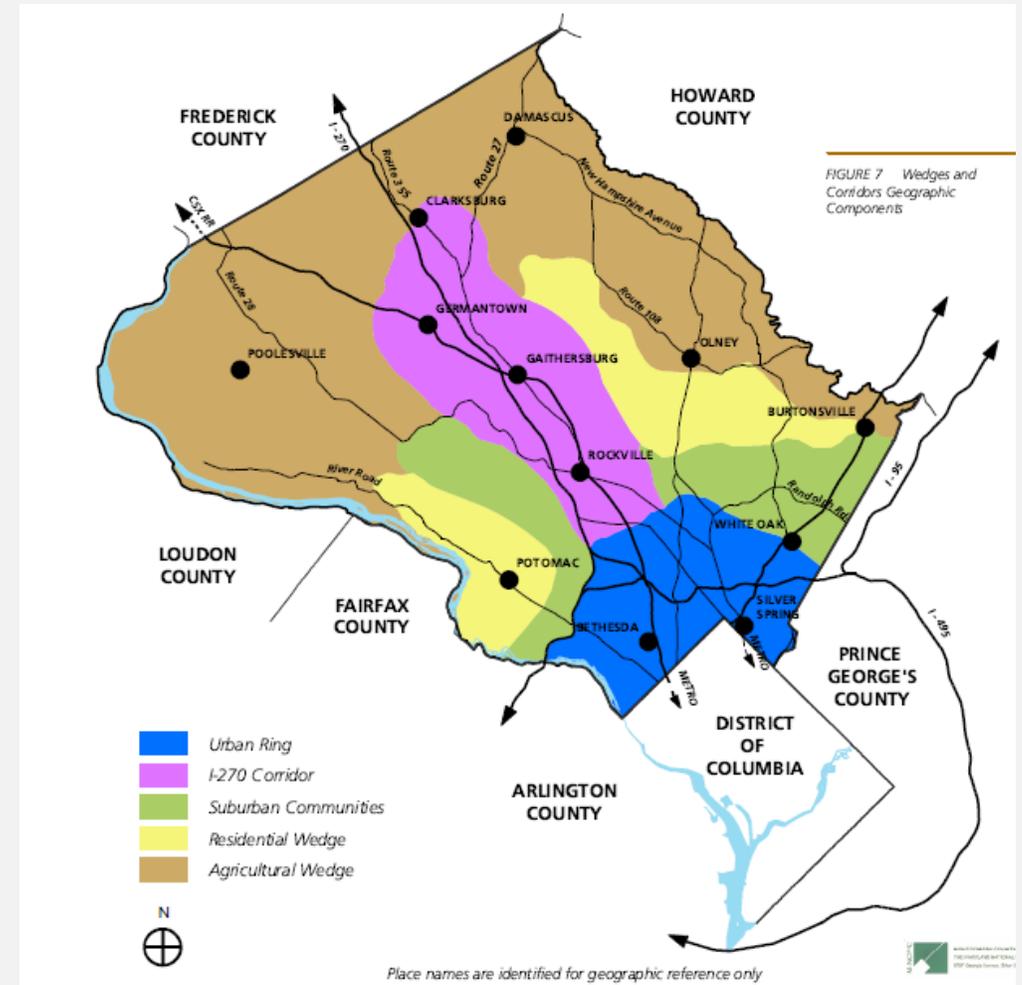
Clarification: We are blending classic planning “D”s of

- 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 A. Policy Area Classification



RECOMMENDATION # I

Concern: Terminology

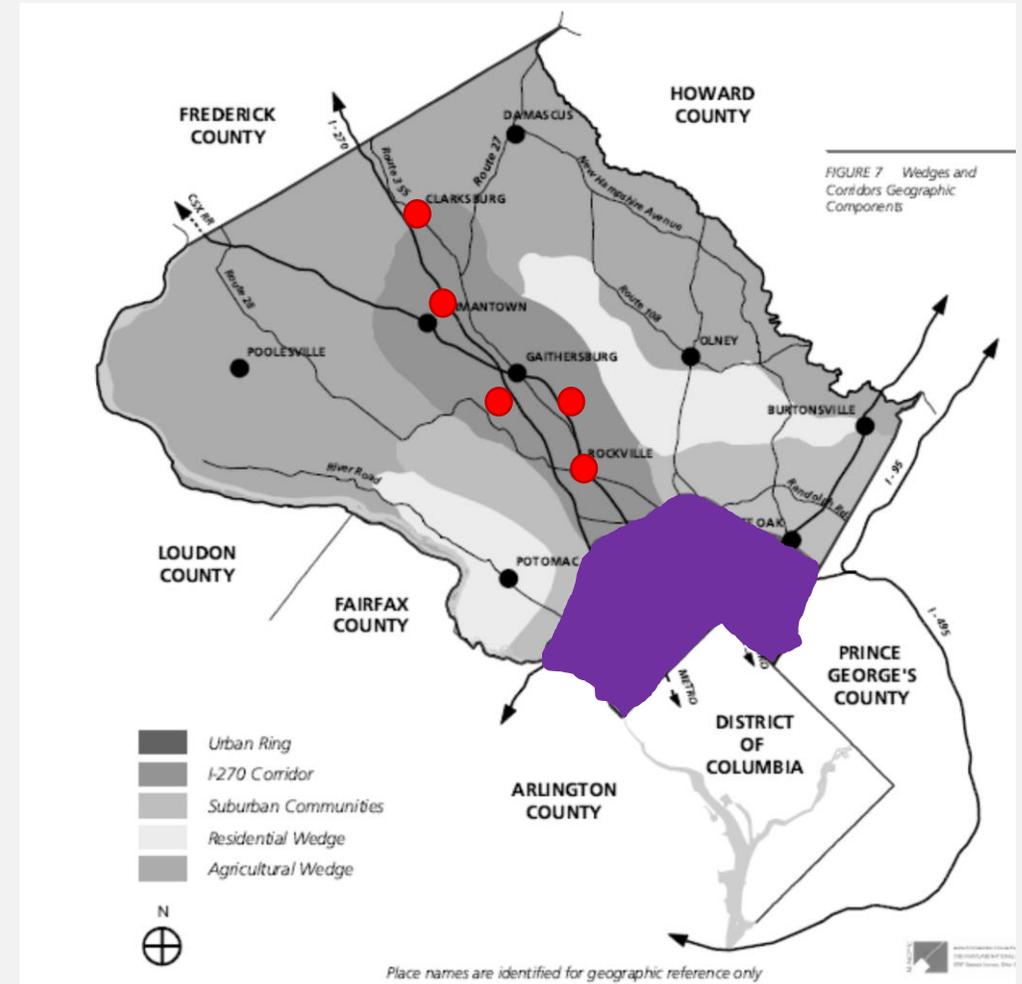
Clarification: The “Corridor” type reflects two different type of places, synthesizing classic planning “D”s of

- 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 A. Policy Area Classification



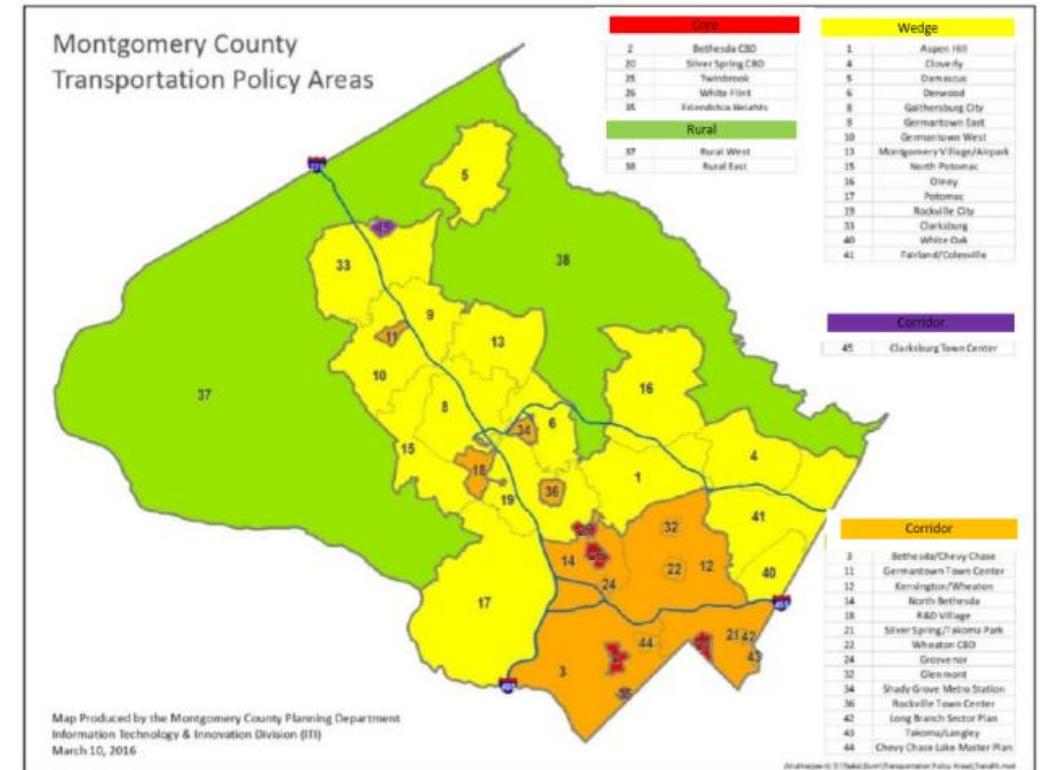
RECOMMENDATION # I

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

Concern A. Policy Area Classification

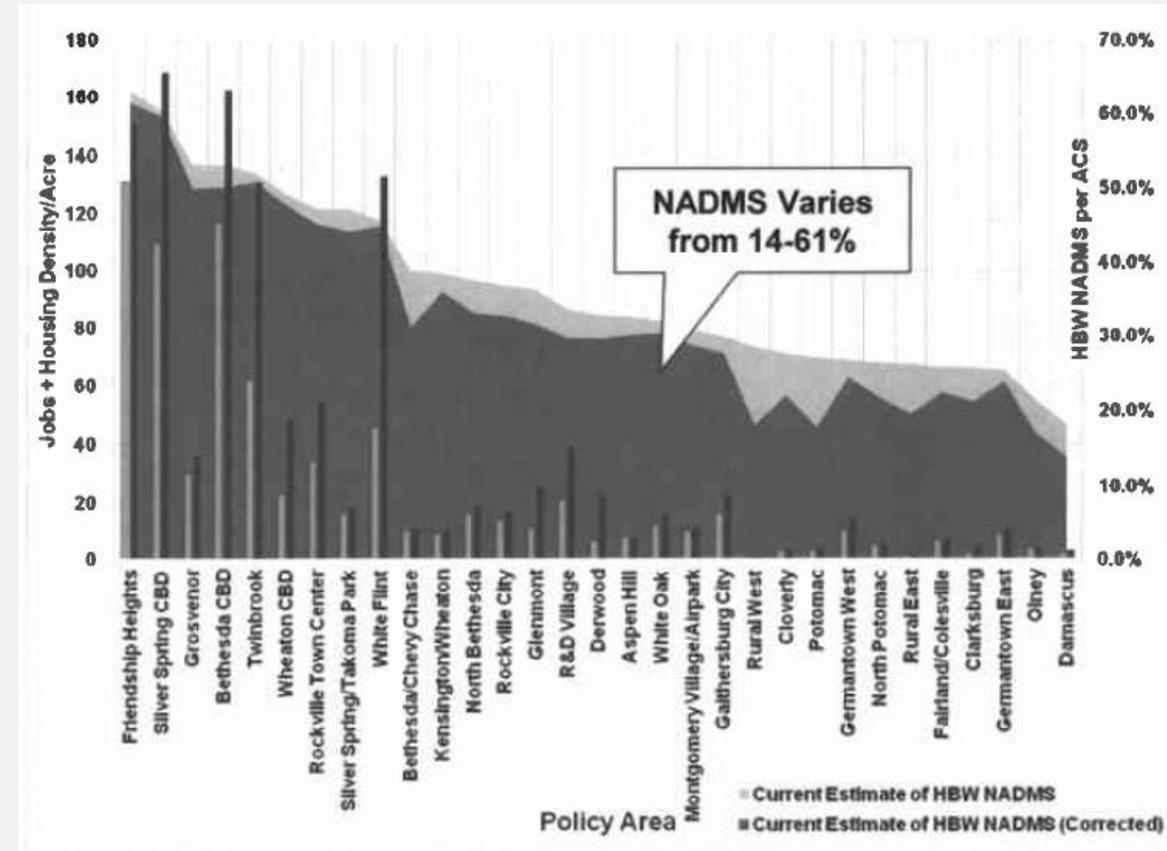
Map 6: Policy Areas based on 4 key Categories



RECOMMENDATION # 1

- 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

Concern B. NADMS Definition



Ref: Figure 5, 2016 Subdivision Staging Policy Public Hearing Draft

RECOMMENDATION # 1

Concern C. Synthesizing Transportation and Schools

- TBD



RECOMMENDATION # 1

Options to address issues raised in testimony

Comment 1 –
Response to 1 –

Comment 2 –
Response to 2 –

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

Table 3: Summary of Local Area Test Features by Policy Area Category

Local Area Test	Core	Corridor	Residential	Rural
Scoping:				
When is a traffic impact study needed:	None required. Public sector monitoring replaces private sector studies.	For projects resulting in more than 75 person trips in an MSPA, or 50 person trips elsewhere in the corridor	For projects resulting in more than 50 person trips	
When is a transit or non-motorized impact study needed:		For projects resulting in more than 50 transit trips, or more than 100 pedestrian trips	For projects resulting in more than 50 transit trips, or more than 100 pedestrian trips	
Testing:				
When is an operational analysis, including travel delay, performed:	None required. Public sector monitoring replaces private sector studies.	When a proposed development increases the intersection demand by 10 CLV and total future CLV is greater than 1350		
When is a network analysis, using Synchro-type evaluation tool, performed:		When an intersection has a total future CLV greater than 1600, or When an intersection has a total future CLV greater than 1450, and the proposed development increases intersection demand by 10 CLV and either: (a) the intersection is on a congested arterial ⁴ 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		
Mitigation:				
What determines the type of mitigation required:	Mitigation payment not required.	In Urban Road Code areas: It is more efficient for the public sector to implement transportation solutions in a coordinated fashion. Therefore, in these areas a mitigation payment in lieu of construction should be made. The mitigation payment (based upon a percentage of the base impact tax) must be used in the Policy Area in which it is collected. In Non-Urban Road Code areas: an applicant must mitigate transportation impacts.		Applicant must mitigate transportation impacts.
Impact Tax:				
	Core	Corridor	Residential	Rural
	Required, retain for funding transit accessibility improvement within the Policy Area	Required	Required	Required

⁴ Per Metropolitan Washington Council of Governments list of congested arterials

RECOMMENDATION # 2

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

Auto: Required for all LATR studies

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

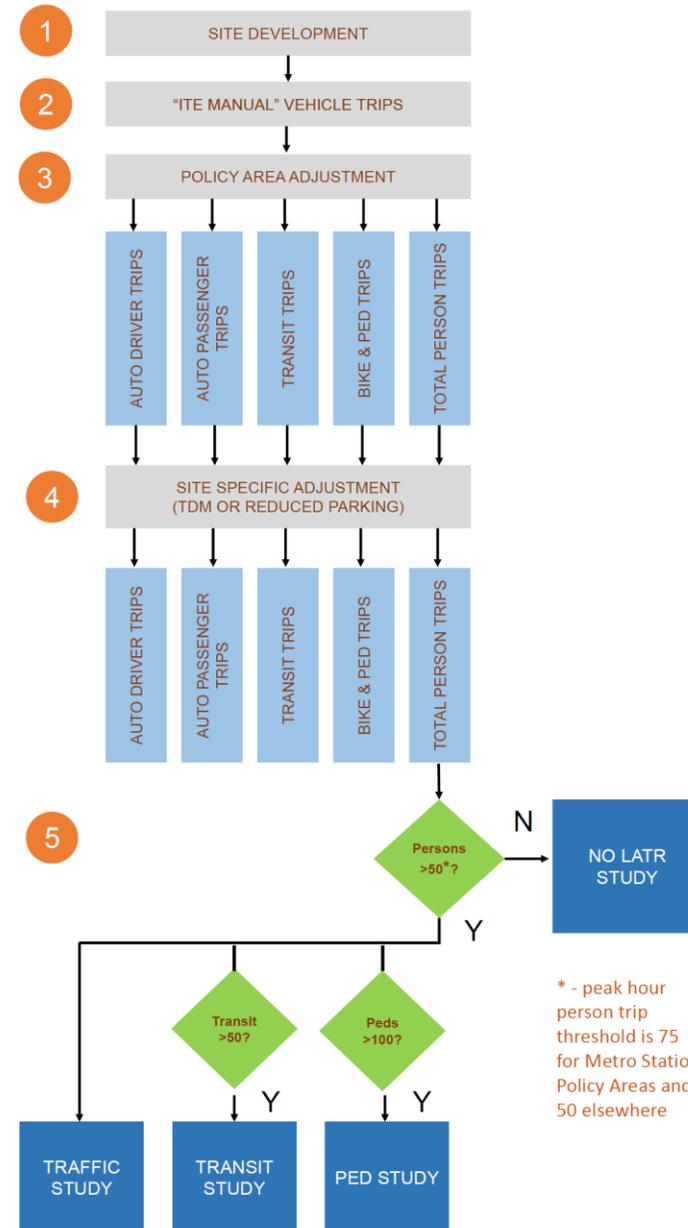
Bicycle: Required for Pedestrian analyses near bicycle trip generators (planned bikeshare stations and schools)

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

LATR CONTEXT-SENSITIVE TRIP GENERATION STUDY SCOPING PROCESS



RECOMMENDATION # 3

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

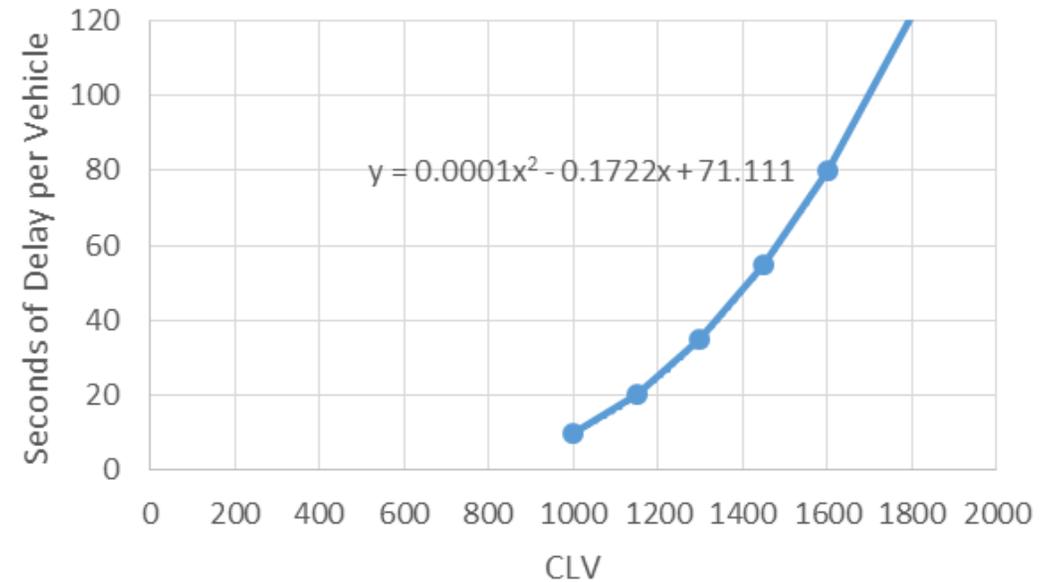
For CLVs up to 1600, relationship is based on 2010 Highway Capacity Manual. For CLV standard of 1800 relationship is based on extension of HCM curve.

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

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.

Comparison of CLV and HCM Delay Thresholds



RECOMMENDATION # 4

LATR: Clarify Reduced Reliance on CLVs

Currently, operational analysis only required for CLVs above 1600.

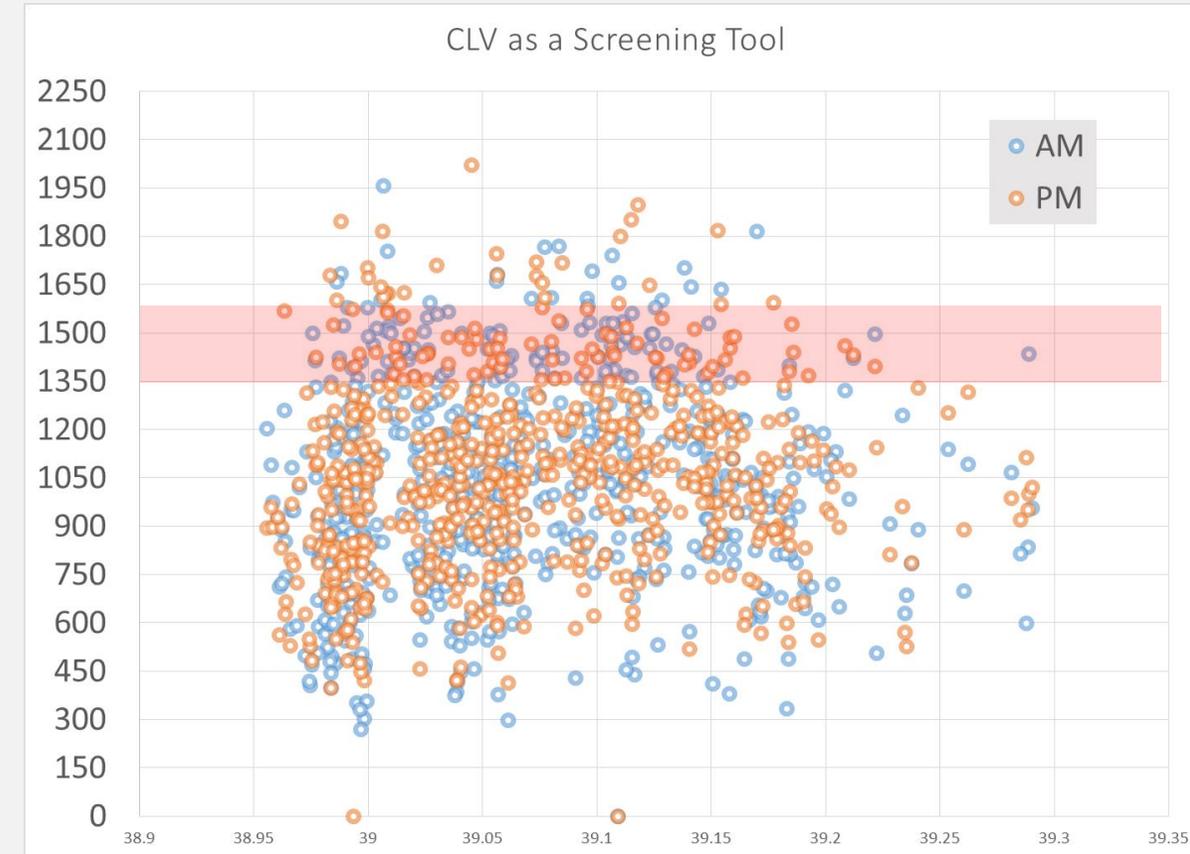
Proposal to drop the thresholds to 1350 – the lowest (Rural) Policy Area standard.

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 queuing) 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 2: CLV as a Screening Tool

Tier	CLV used to determine:	Required for:	Features		
			Complexity	Addresses Delay	Addresses Adjacent Intersections
1	Whether a Traffic Impact Study is required.	All areas (except “Core” areas)	Low	No	No
2	Type of study required: Intersection Operations Analysis	Development that increases the intersection demand by 10 CLV and total future CLV greater than 1350	Moderate	Yes	No
3	Or a Network Operations Analysis	<p>Intersection with a total future CLV greater than 1600, or</p> <p>Intersection with a total future CLV greater than 1450, where development increases intersection demand by 10 CLV and either:</p> <p>(a) the intersection is on a congested arterial with a travel time index greater than 2.0 as documented by monitoring reports, or</p> <p>(b) the intersection is within 600’ of another traffic signal</p>	High	Yes	Yes



RECOMMENDATION # 6

LATR: Clarify Action Based on Location of Site vs Intersection

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

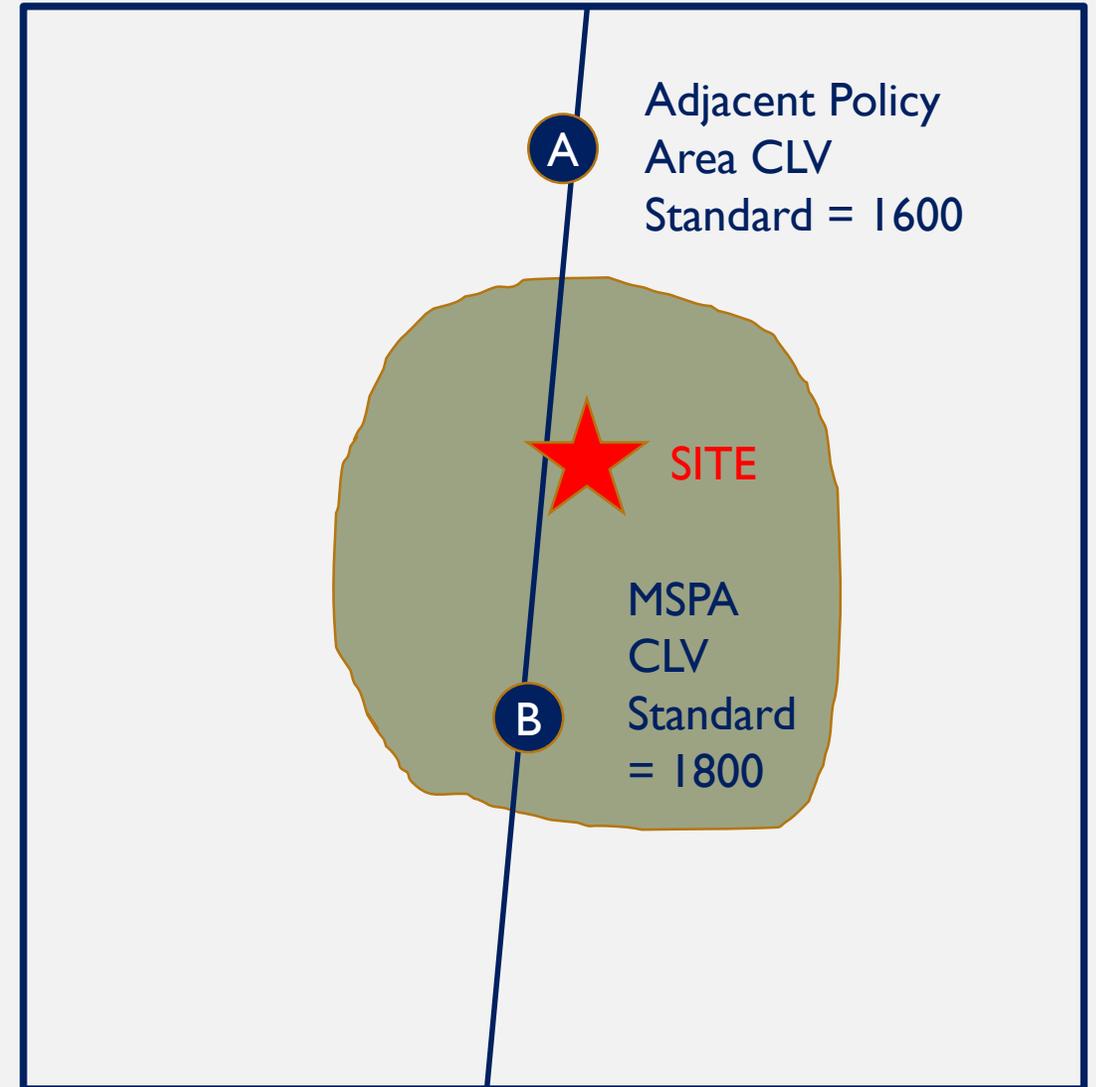
Under current rules, the applicant must mitigate any impacts at both locations A (to achieve 1600 CLV) and B (to achieve 1800 CLV)

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.



RECOMMENDATION # 7

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

RECOMMENDATION # 9

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.