



Subdivision Staging Policy – Alternative Constructs for Transportation Adequacy Testing

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Description

This item is a continuation of the Planning Board briefings held on January 14th and February 4th regarding potential new Subdivision Staging Policy (SSP) constructs for transportation adequacy testing.

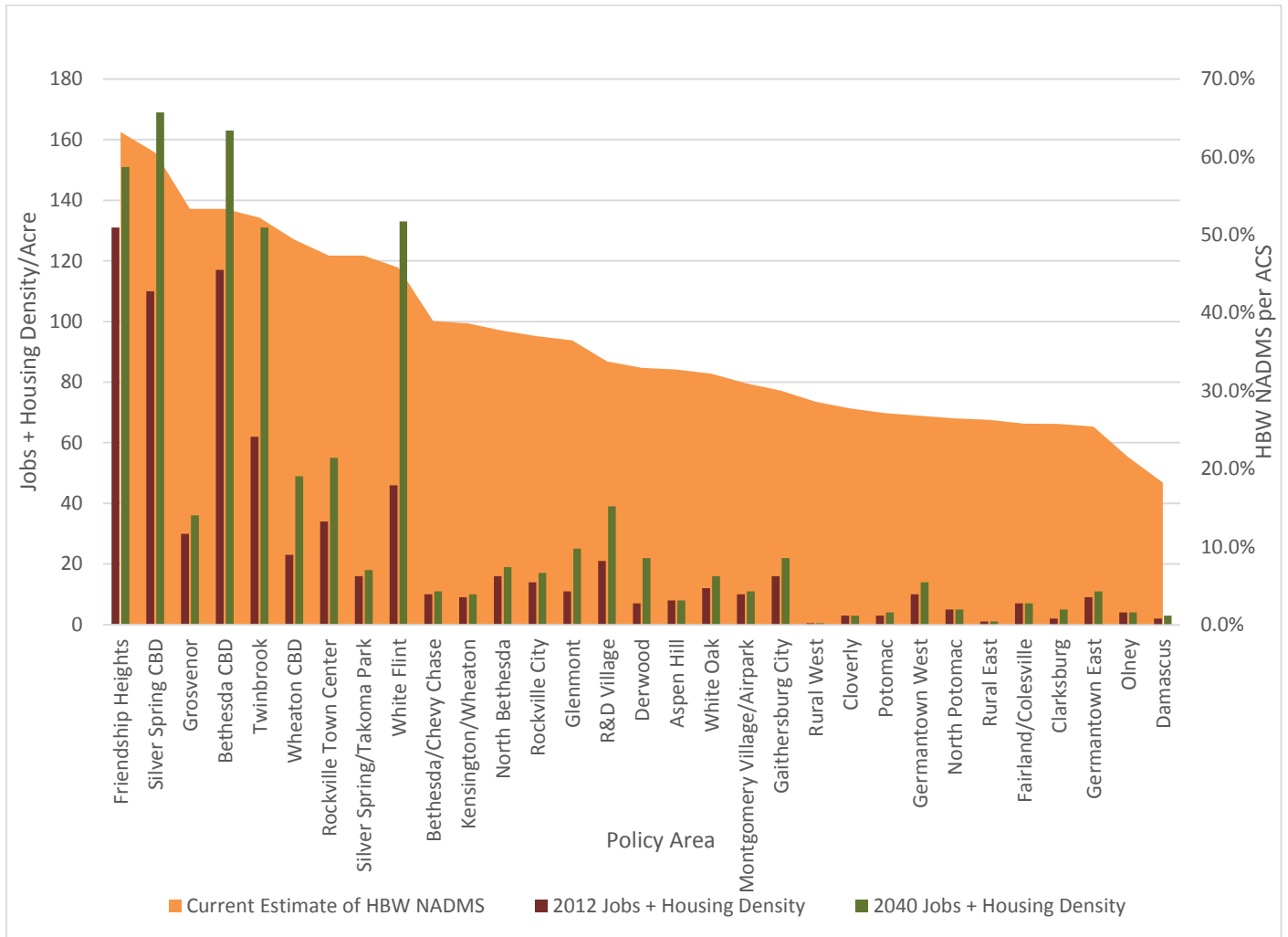
On January 14th, the Board was briefed on a potential new policy area typology structure differentiated by development character – Transit Oriented Development (“TOD”) and “Beyond TOD”. This typology groups the County’s Metro Station Policy Areas (MSPAs), Central Business Districts (CBDs) and “Emerging Centers” as “TOD” areas while grouping the remainder of County as “Beyond TOD” areas. In addition, the Board was presented with the following three (3) alternative approaches for the application of transportation adequacy testing:

- **JOB ACCESS VIA TRANSIT & VMT/HOUSEHOLD** - This approach places a priority for the policy area-wide test on job access via transit in TOD areas and vehicle miles of travel (VMT) per household in the Beyond TOD areas.
- **JOB ACCESS VIA TRANSIT & JOBS/HOUSING BALANCE** - This approach places a priority for the policy area test on job access via transit in TOD areas and the balance between jobs and housing in the Beyond TOD areas.
- **NON-AUTO DRIVER MODE SHARE (NADMS) & JOBS/HOUSING BALANCE** – This approach entails an initial payment in lieu of the impact tax based upon the cost of the development and the applicable Policy Area NADMS goal.

As a follow up to the discussion described above, the discussion on February 4th focused on a hypothetical new SSP transportation adequacy testing framework generally reflective of the County’s General Plan in terms of policy area categorization and described in terms of how the approach would work with respect to: (1) **screening** to determine when transportation tests are applied; (2) **evaluation** thresholds to determine transportation adequacy and; (3) **mitigation** for inadequate transportation conditions. As depicted on Figure 1, this framework used three (3) metrics to categorize policy areas: (1) current estimate of home-based work (HBW) non-auto driver mode share (NADMS) based on information derived from the

American Commuter Survey (ACS); (2) current (year 2012) jobs and housing density and; (3) future (year 2040) jobs and housing density¹.

Figure 1: Comparing Existing & Future Density with Current HBW NADMS by Policy Area



Based on these metrics, the example categorization of policy areas discussed on Feb. 4th is depicted below in tabular format on Table 1 and displayed visually on Figure 2.

¹ Jobs and housing density estimates derived from information reported in the Metropolitan Washington Council of Governments (MWCOG) Round 8.3 Cooperative Forecast.

Table 1: Example Grouping of Policy Areas

Core, or Corridor with Metrorail

Friendship Heights
Silver Spring CBD
Bethesda CBD
Twinbrook
White Flint

Suburban, or Corridor with Metrorail, Purple Line, or CCT

Grosvenor	Silver Spring / Takoma
Wheaton CBD	North Bethesda
Rockville Town Center	Bethesda / Chevy Chase
Chevy Chase Lake	Kensington / Wheaton
Glenmont	
R&D Village	
Long Branch	
Takoma Langley	

Remaining Suburban and Residential Wedge

Rockville City
Derwood
Aspen Hill
White Oak
MV/Airpark
Gaithersburg City
Cloverly
Potomac
Germantown West
North Potomac
Fairland Colesville
Clarksburg
Germantown East
Olney
Damascus

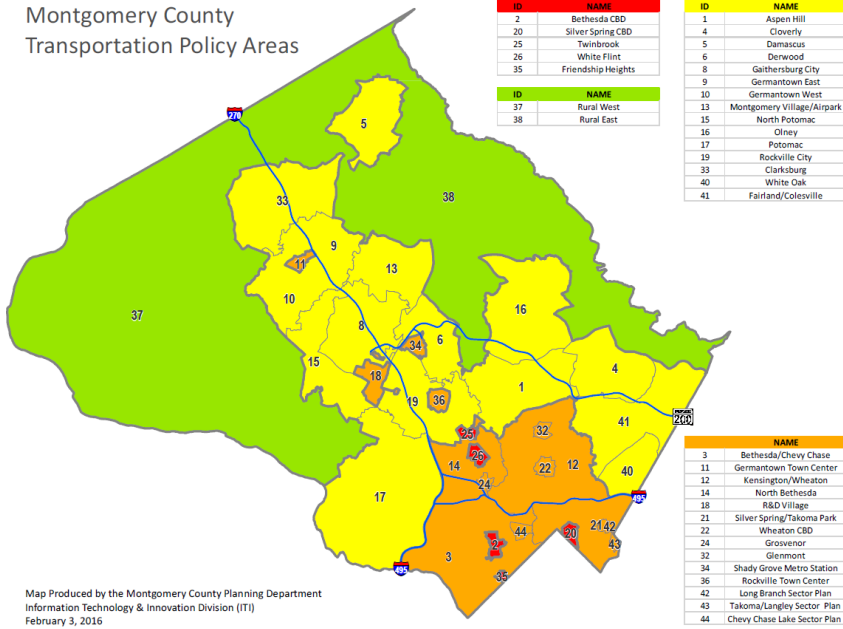
Rural

Rural East
Rural West

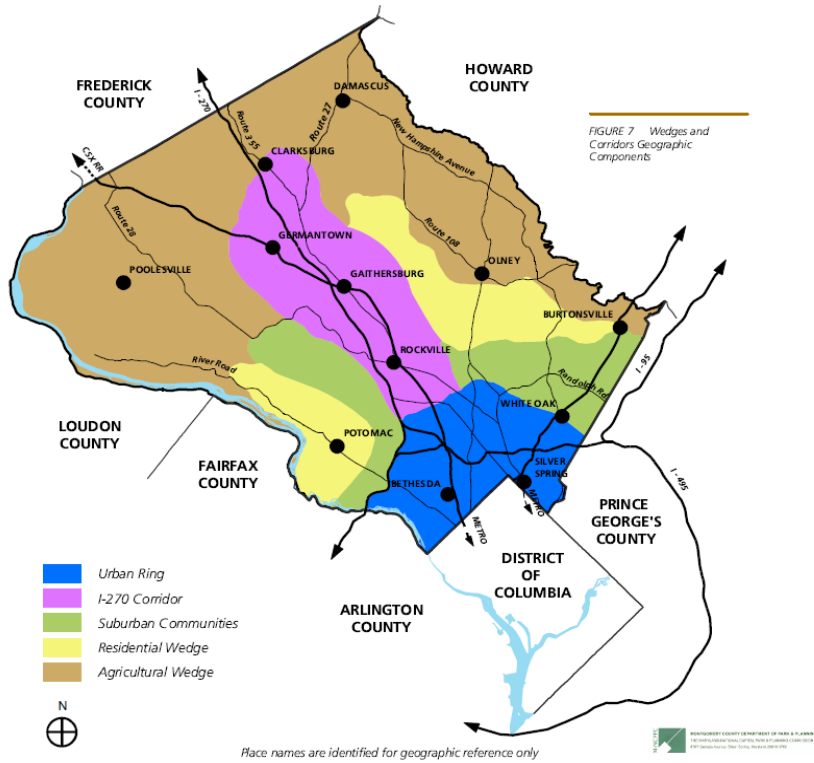
Figure 2: Example Grouping of Policy Areas

Example Grouping

Montgomery County
Transportation Policy Areas



1993 General Plan Refinement



Today's roundtable will include discussion of:

- a **refined** version of the policy area categorization described above (including associated screening, evaluation and mitigation criteria) based on feedback received on February 4th and
- information to be used in support of the update of the County's impact tax calculation.

Next Steps

On February 25th, the Planning Board is scheduled to be briefed on the draft transportation recommendations developed by the Transportation Impact Study Technical Working Group (TISTWG) in support of the update of the *2013 LATR/TPAR Guidelines* and *2012 Subdivision Staging Policy*. In addition, the Planning Board will be briefed on feedback received from the TISTWG regarding the Board's recent discussions concerning new SSP frameworks for transportation adequacy testing.

EG/ PD/TA/aj