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Appendix 4: White Oak Local Area Transportation Improvement Program Mitigation Payments

Introduction

This appendix provides information pertaining to the mitigation fee payment schedule requirements for the White Oak Local Area Transportation Improvement Program (LATIP). These fees are paid by applicants to the Department of Permitting Services (DPS) at the same time and in the same manner as the transportation impact tax for new development in the White Oak policy area.

Discussion

The County Council established the White Oak Policy Area Pro Rata Share process under Resolution [18-107](#). It states that the Planning Board may approve a subdivision in the White Oak Policy Area conditioned on the applicant paying a fee to the county commensurate with the applicant's proportion of the cost of the White Oak Local Area Transportation Improvement Program (LATIP) improvements. The proportion is based on a subdivision's share of net additional peak-hour vehicle trips generated by all master-planned development in the White Oak Policy Area approved after January 1, 2016.

County Council Resolution [18-726](#), adopted on February 14, 2017, established the LATIP fee at \$5,010 per p.m. peak hour vehicle trip. This fee was calculated by dividing the plan area's total infrastructure costs by the number of new peak-hour vehicle trips:

$$\text{LATIP fee} = \text{Total Infrastructure Costs in the Plan Area} / \text{Total Number of New PM Peak Hour Vehicle Trips}$$

The *Total Infrastructure Costs in the Plan Area* were determined by a forecast estimate of the local area transportation needs and associated costs approved by the County Council. The *Total Number of New PM Peak Hour Vehicle Trips* was determined by a forecast estimate of the travel demand associated with the full build-out of the White Oak Science Gateway (WOSG) Master Plan.

The fee must be paid at a time and manner consistent with Local Area Transportation Mitigation Payments as prescribed in Section 52-51 of the County Code. The Department of Finance must retain funds collected from this fee in an account to be appropriated for transportation improvements that result in transportation capacity and mobility for the specific projects in the White Oak Local Area Transportation Improvement Program.

The trip generation rates used in support of the White Oak LATIP calculation are provided in the chart below. They are based on the peak hour trip rates used in support of the WOSG Master Plan local area traffic analysis and customized to reflect existing conditions and future changes in both land use and travel behavior. These trip rates have been disaggregated relative to those applied in the master plan to match the impact tax land use categories. Development resulting in increments of less than a trip will have the fee applied proportionally (no rounding). The resultant fees are paid at the same time and in the same manner as the transportation impact tax and apply to new applications for residential

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and commercial development in the White Oak policy area.

The process by which applicants may receive a credit against the LATIP is described in Bill 51-16 found here:

http://www.montgomerycountymd.gov/COUNCIL/Resources/Files/bill/2016/20170214_51-16.pdf

White Oak Local Area Transportation Improvement Program (LATIP)

Trip Generation Rate Schedule

White Oak Local Area Model Trip Generation Rates		
Land Use	Trips per Unit of Development	Units
Office	1.20	1,000 SF
Retail	3.00	1,000 SF
Industrial	1.00	1,000 SF
BioScience	0.99	1,000 SF
Hospital	1.07	1,000 SF
Other Non-residential	0.92	1,000 SF
Single Family Detached	1.28	Dwelling Unit
Single Family Attached	0.65	Dwelling Unit
Multi Family Low Rise	0.52	Dwelling Unit
Multi Family High Rise	0.34	Dwelling Unit