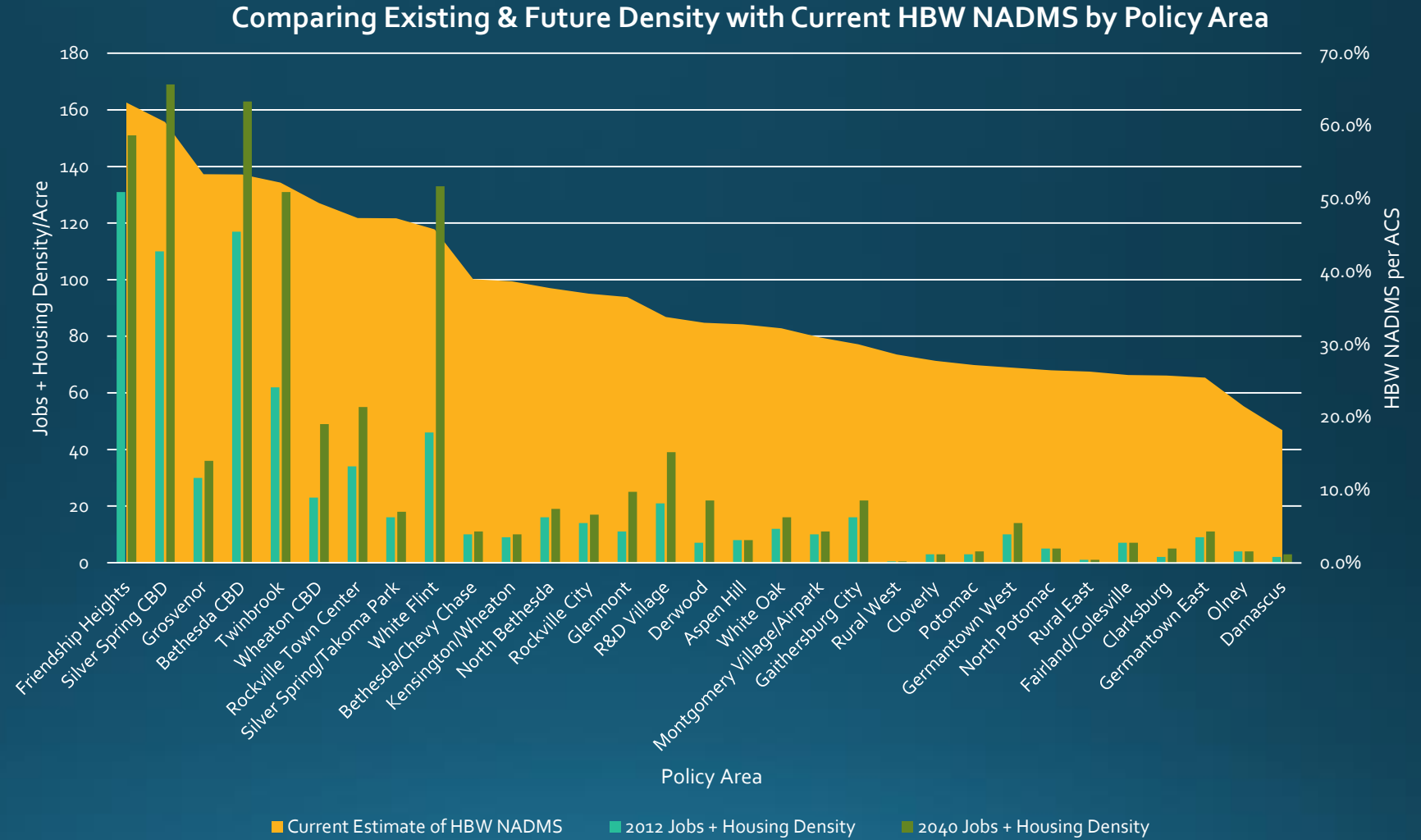


# Subdivision Staging – New Concepts Discussion (Continued)

Planning Board  
Worksession  
February 18, 2016

# Using Three Metrics to Group Places



Note: Relevant data for Germantown TC & Shady Grove MSPA unavailable.

# Example Grouping of Policy Areas

## Core, or Corridor with Metrorail

Friendship Heights  
Silver Spring CBD  
Bethesda CBD  
Twinbrook  
White Flint

## Corridor with Metrorail, Purple Line, or CCT

Grosvenor  
Wheaton CBD  
Rockville Town Center  
Chevy Chase Lake  
Glenmont  
R&D Village  
Long Branch  
Takoma Langley

Silver Spring / Takoma  
North Bethesda  
Bethesda / Chevy Chase  
Kensington / Wheaton  
**Germantown Town Center**  
**Shady Grove MSPA**

Emerging TOD Area, with planned CCT  
Clarksburg TC

## Residential Communities

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

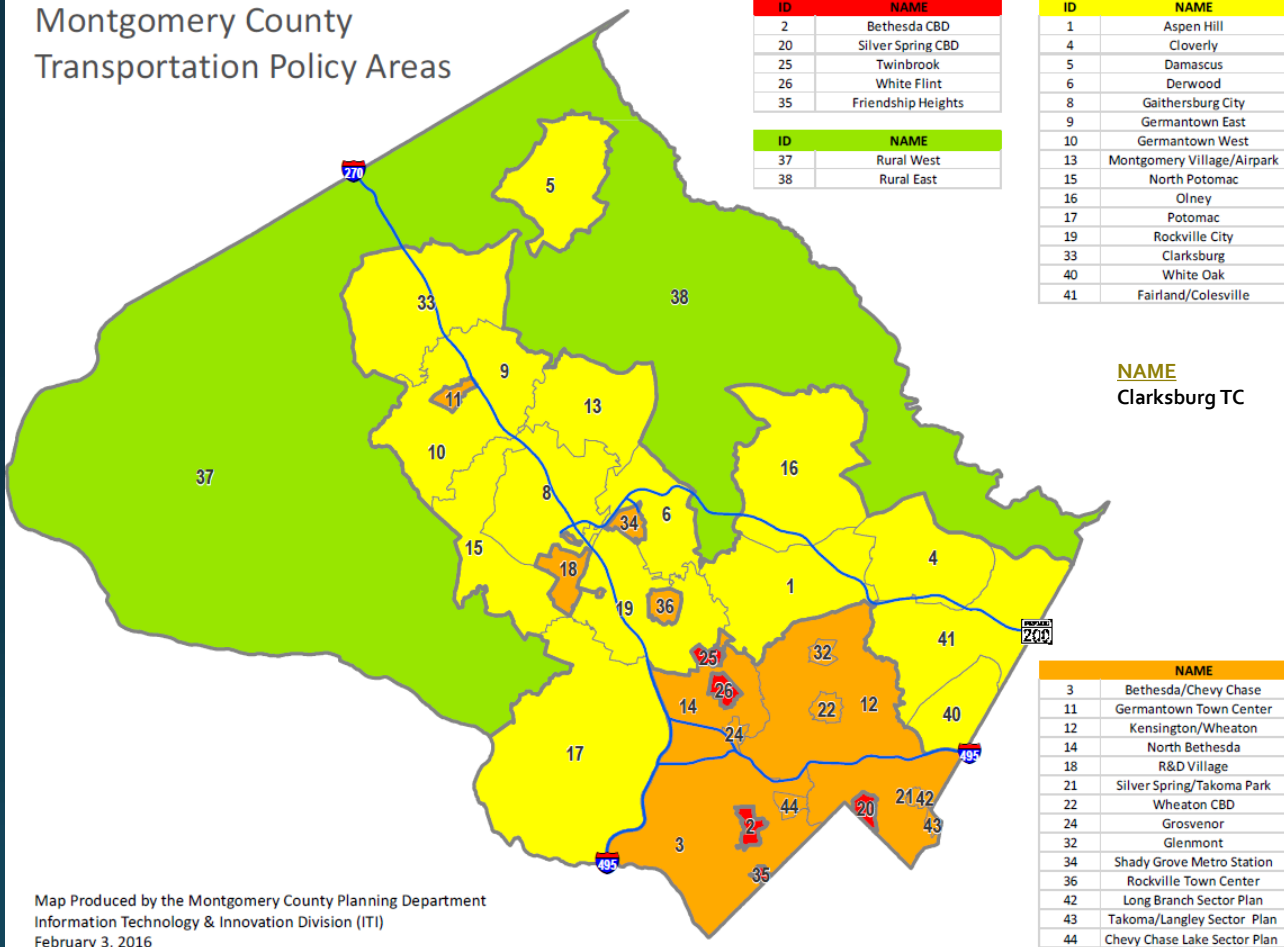
## Rural Communities

Rural East  
Rural West

# Comparing Example Grouping with 1993 General Plan Refinement

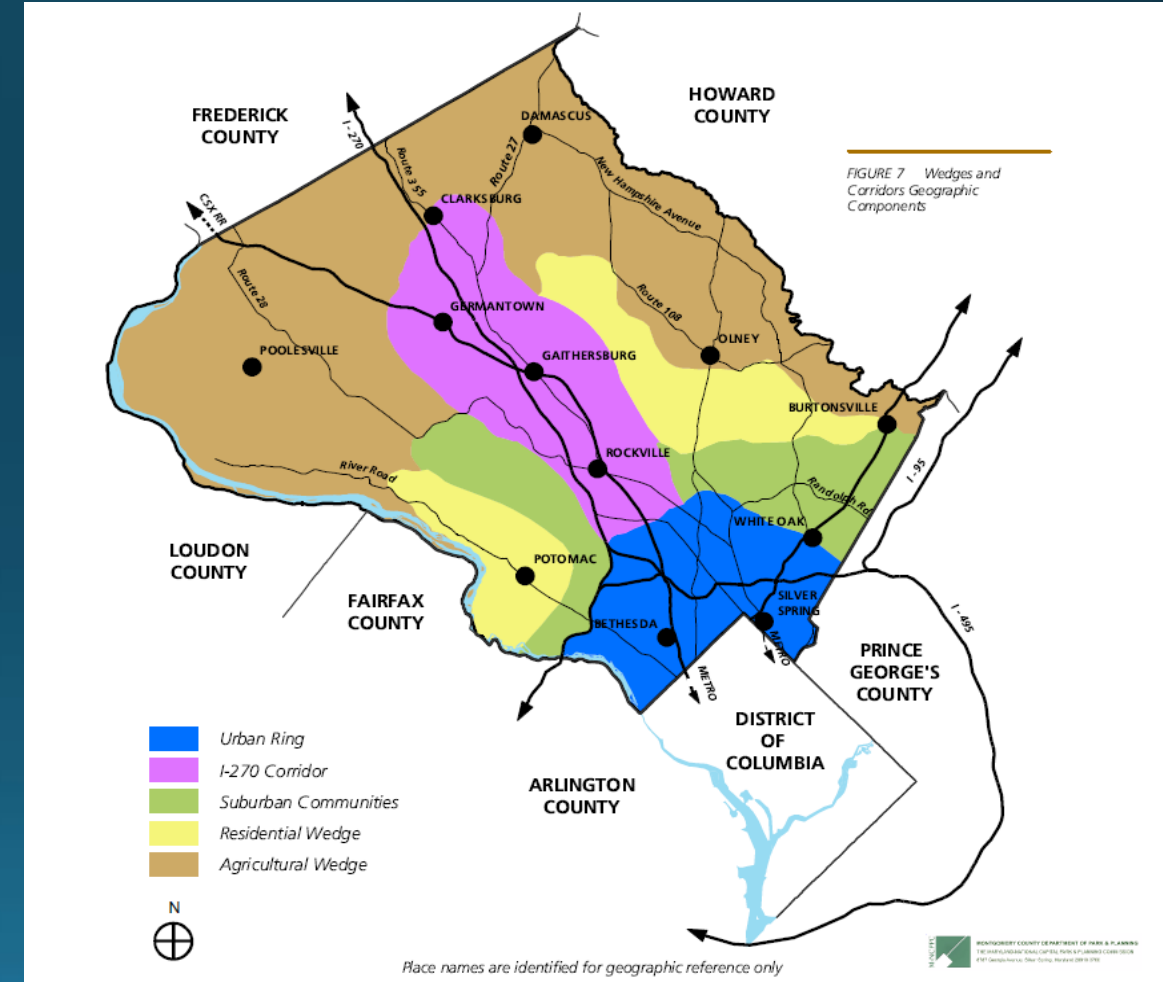
## Example Grouping

### Montgomery County Transportation Policy Areas



Map Produced by the Montgomery County Planning Department  
Information Technology & Innovation Division (IT) February 3, 2016

## 1993 General Plan Refinement



## Core, or Corridor with Metrorail

Friendship Heights (1,800)

Silver Spring CBD (1,800)

Bethesda CBD (1,800)

Twinbrook (1,800)

White Flint (1,800)

Area Test	Area Payment	Local Test	Local Payment	Impact Tax	Notes
None	None	None	None	Yes	All or Portion of Impact Tax Allocated to Policy Area?

(1,800) – Denotes current CLV standard

# Corridor with Metrorail, Purple Line, or CCT

- Grosvenor (1,800)
- Silver Spring / Takoma (1,600)
- Wheaton CBD (1,800)
- North Bethesda (1,550)
- Rockville Town Center (1,800)
- Bethesda / Chevy Chase (1,600)
- Chevy Chase Lake (1,600)
- Kensington / Wheaton (1,600)
- Glenmont (1,800)
- R&D Village (1,450)
- Long Branch (1,600)
- Takoma Langley (1,600)
- Germantown Town Center (1,600)
- Shady Grove (1,800)

	Screen	Evaluate		Mitigate		Impact Tax	Mitigation Payment?
Test Type >>	Local	Local	Area	Local	Area	Area	
	30 Trips	1600 clv or 1800 clv for mspa	Job Access by Transit	25% of Impact Tax	25% of Impact Tax	Yes	Yes

(1,800) – Denotes current CLV standard

# Emerging TOD, with planned CCT

Clarksburg TC

	Screen	Evaluate		Mitigate		Impact Tax	Mitigation Payment?
Test Type >>	Local	Local	Area	Local	Area	Area	
	30 Trips	1500 clv	Job Access by Transit	25% of Impact Tax	25% of Impact Tax	Yes	Yes

# Residential Communities

	Screen	Evaluate		Mitigate		Impact Tax	Mitigation Payment
Test Type >>	Local	Local	Area	Local	Area	Area	
	30 Trips	1500 clv	Job Access by Transit	Mitigate Unless Road Code Area where design standards to promote ped/bike travel apply (25% of Impact Tax)	25% of Impact Tax	Yes	No – Unless Road Code Area where design standards to promote ped/bike travel apply

Rockville City (1,500)

Derwood (1,475)

Aspen Hill (1,475)

White Oak (1,600)

MV/Airpark (1,425)

Gaithersburg City (1,425)

Cloverly (1,450)

Potomac (1,450)

Germantown West (1,425)

North Potomac (1,450)

Fairland Colesville (1,475)

Clarksburg (1,425)

Germantown East (1,425)

Olney (1,450)

Damascus (1,400)

(1,500) – Denotes current CLV standard



**Example** of how different metrics can be applied ...

<u>Metric</u>	<u>Measurement Tool</u>	<u>Status</u>	<u>Potential Application in Planning Department</u>				<u>CIP – programming guidance</u>	
			Regulatory (SSP)		Monitoring	Master Plan Analysis	Master Plan Test	
			<b>Area</b>	<b>Local</b>				
<b>Accessibility</b> -Jobs & Person Trips Accessible within 45 Minutes by Mode	Travel/4 (for all modes) & GIS based analysis for transit, walk, & bike	Under Development	<b>Yes</b>	No	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
<b>Arterial Roadway &amp; Transit Mobility – TPAR</b>	Travel/4 (for all modes) & Post Processing	Refinement Underway	No	No	<b>Yes</b>	<b>Yes</b>	No	<b>Yes</b>
<b>Intersection Delay - Person Delay by Mode</b>	CLV/Synchro/HCM	Application Under Development	No	<b>Yes - Major Projects Only?</b>	<b>Yes</b>	<b>Yes</b>	No	<b>Yes</b>
<b>CLV Level</b>	CLV/Synchro	Existing	No	<b>Yes – In Specific Areas</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes – in Specific Areas</b>	<b>Yes</b>

## Setting a Threshold for Job Accessibility as the Area Test

### One Potential Approach (Example Only)

Policy Area Average/Group Average +  
Policy Area Average/ County Average  
= Job Access Composite

Job Access Composite > 2 = Policy  
Area that Passes Area Test Until Next  
Assessment (every 2 Years)

Variable is jobs in region within 45  
minutes via transit (including walk  
access)

Theoretically, more Policy Areas pass  
as more high quality transit comes  
on line and/or more jobs locate in  
more transit accessible areas.

### Another Potential Approach (Example Only)

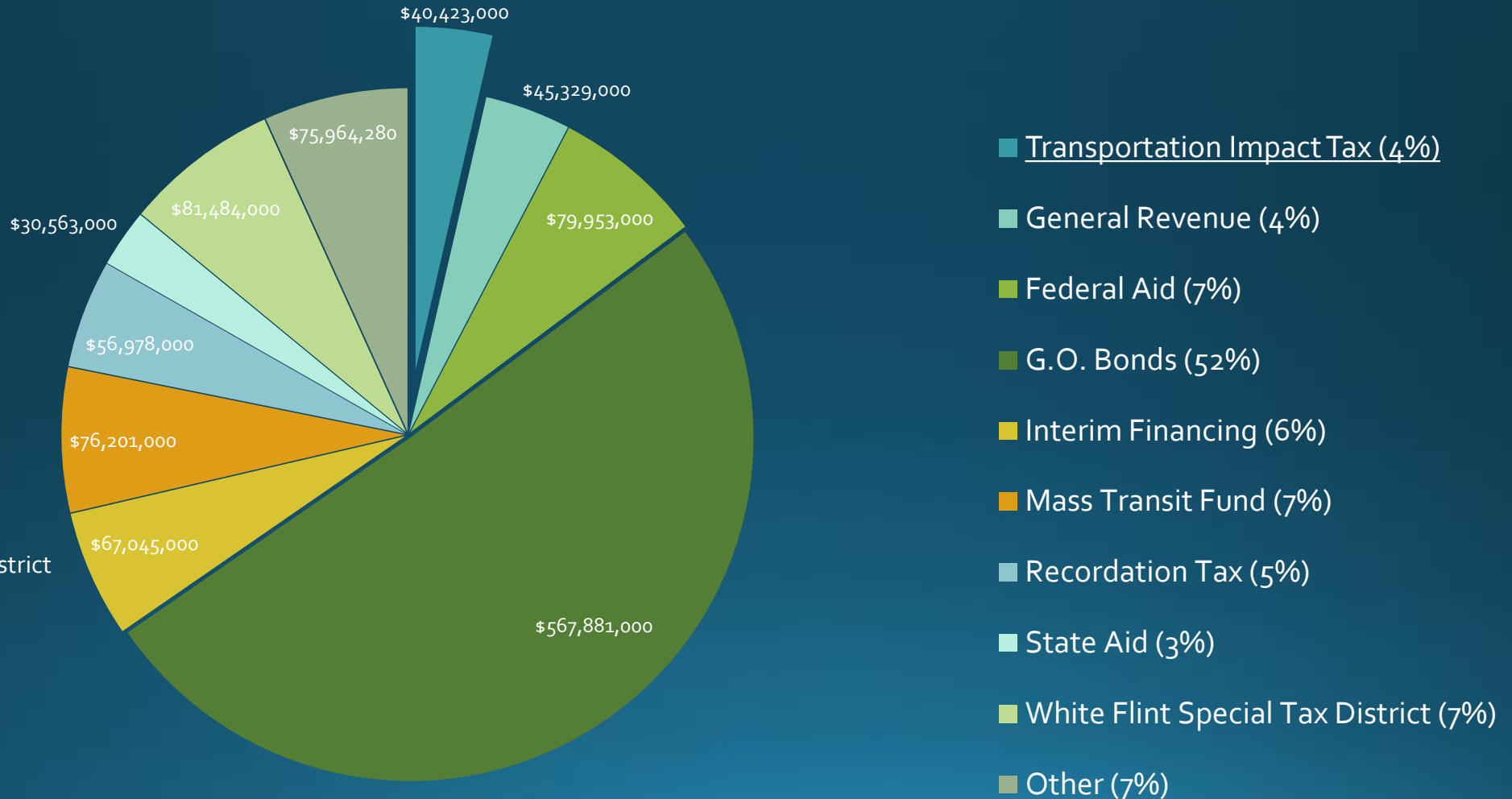
Policy Area	30 Min	45 Min	60 Min	90 Min
Corridor	40%	50%	60%	70%
Residential	30%	40%	50%	60%

Variable is minimum % of jobs in region  
accessible in X time by transit.

Policy Area has to exceed all four  
thresholds to “pass”

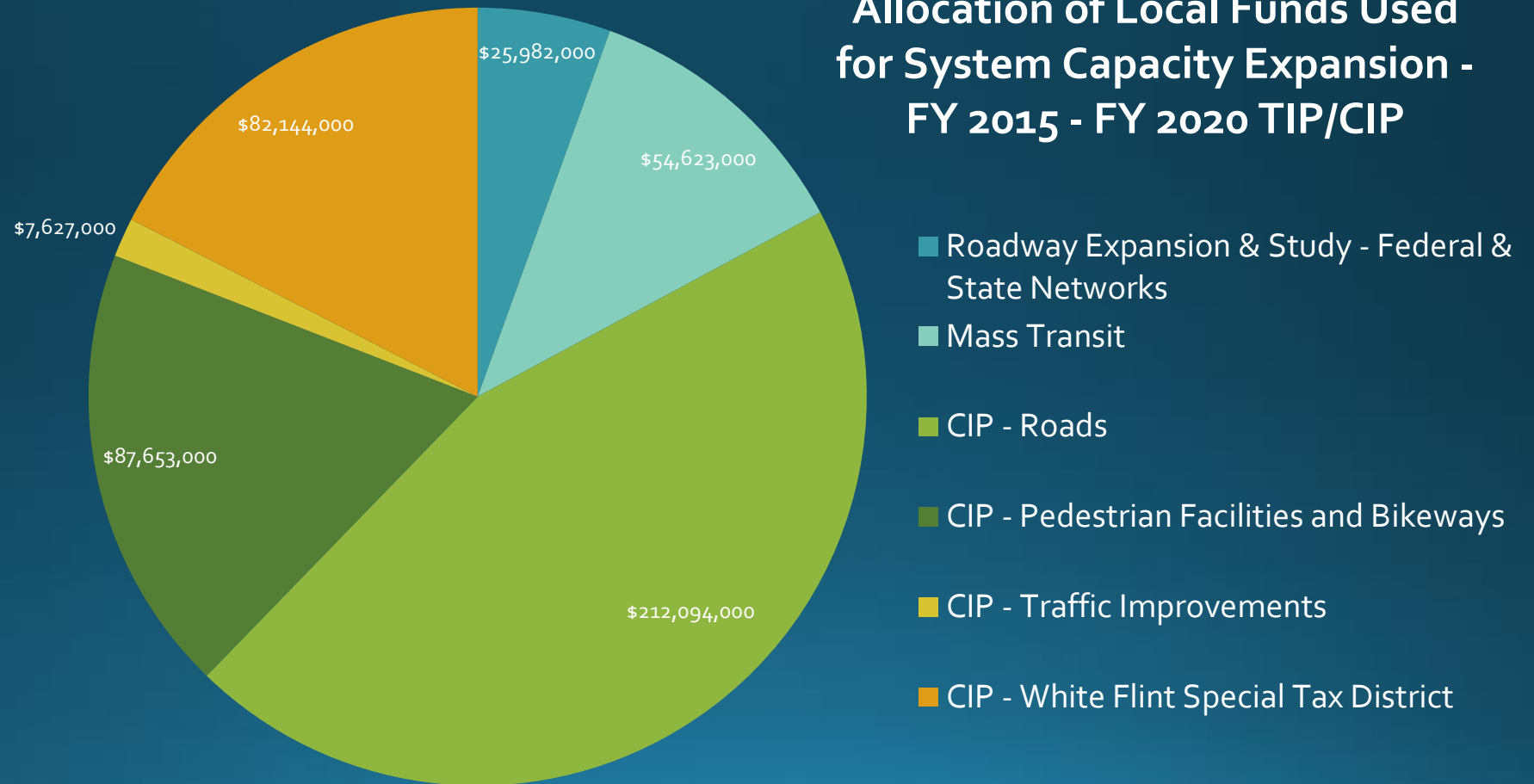
The Transportation Impact Tax (estimated at \$40.4 million over the six year CIP) funds only about 4% of all transportation projects in the CIP ...

### Funding Sources for All Transportation Projects in FY 2015 - FY 2020 CIP



Note: White Flint Special Tax District  
 Actual -  
 FY 15 - \$1.4 M  
 FY14 - \$1.2 M  
 FY 13 - \$0.9M  
 FY 12 - \$1.0 M

The Transportation Impact Tax (estimated at \$40.4 million) is a little less than 10% of the \$470 million in local funds allocated for capacity expansion in the six-year CIP.



# Transportation Impact Tax Collections

(source Mont. Co. Department of Finance)

Fiscal Year ending in:	Transportation Impact Tax Collections for CIP Projects – Includes Cities of Rockville & Gaithersburg
2004	\$ 5,245,203
2005	\$ 8,470,768
2006	\$ 6,252,060
2007	\$ 11,500,814
2008	\$ 9,743,841
2009	\$ 2,398,310
2010	\$ 3,812,138
2011	\$ 5,444,115
2012	\$ 6,352,401
2013	\$ 13,179,898
2014	\$ 20,274,781
2015	\$ 16,643,380

## PAMR Payments FY 10 – FY 16

FY 10 - \$132,000

FY 11 - \$176,000

FY 12 - \$ 45,400

FY 13 - \$383,000

FY 14 - \$468,000

FY 15 - \$214,058

FY 16 - \$16,694

Total - \$1,435,452

How  
Impact Tax  
Was  
Initially  
Calculated  
in 2007

A	County Capital Improvement Program (CIP) – Local \$ for Projects adding Network Capacity Expansion – 25 Year Estimate					
B	New Residential 25 Year Growth Estimate		New Commercial Growth 25 Year Growth Estimate			
C	Residential Units		Office Jobs	Retail Jobs	Industrial Jobs	Other Jobs
D	Single family	Multi-Family	Office SF	Retail SF	Industrial SF	Other SF
E	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate
F	New Daily Trips	New Daily Trips	New Daily Trips	New Daily Trips	New Daily Trips	New Daily Trips
G	Cost (A) Allocated by Trips (F)	Cost (A) Allocated by Trips (F)	Cost (A) Allocated by Trips (F)	Cost (A) Allocated by Trips (F)	Cost (A) Allocated by Trips (F)	Cost (A) Allocated by Trips (F)
Est. Tax Rate	G/C	G/C	G/C	G/C	G/C	G/C

**Current**  
Estimate  
using 2007  
Subdivision  
Staging  
Approach

Variable	SF Residential	MF Residential	Office	Retail	Industrial	Other Commercial
Forecast Growth 2015-2040	11,218 DU	71,419 DU	128,822 Jobs	30,697 Jobs	12,180 Jobs	11,418 Jobs
SF of Commercial			32,205,500	12,278,800	5,481,000	5,709,000
Vehicle Trip Gen Rate	9.52 per DU	6.65 per DU	3.32 per job	21.47 per KGSF	2.77 per job	2.77 per job
Daily Vehicle Trip Ends	106,795	474,936	427,689	263,626	33,739	31,628
% of Total Trip Ends	8.0%	35.5%	32.0%	19.7%	2.5%	2.4%
Proportional Allocation of \$1.6 Billion	\$129M	\$574M	\$517M	\$318M	\$41M	\$38M
Resultant Unit Impact Tax Rates	\$11,499 per DU	\$8,032 per DU	\$16.04 per GSF	\$25.93 per GSF	\$7.43 per GSF	\$6.69 per GSF



Comparing  
2007 and  
current  
forecast

Variable	SF Residential	MF Residential	Office	Retail	Industrial	Other Commercial
Forecast Growth 2015-2040 (Round 8.3)	11,218 DU	71,419 DU	128,822 Jobs	30,697 Jobs	12,180 Jobs	11,418 Jobs
Forecast Growth 2005-2030	26,645 DU	67,655 DU	119,533 Jobs	18,232 Jobs	12,208 Jobs	20,027 Jobs
SF of Commercial 2015 - 2040			32,205,500	12,278,800	5,481,000	5,709,000
SF of Commercial 2005-2030			29,883,250	7,292,800	5,493,600	10,013,500
Vehicle Trip Gen Rate 2015-2040	9.52 per DU	6.65 per DU	3.32 per job	21.47 per KGSF	2.77 per job	2.77 per job
Vehicle Trip Gen Rate 2005--2030	9.57 per DU	6.72 per DU	3.30 per job	21.47 per KGSF	2.77 per job	2.77 per job

Comparing  
2007 and  
current  
forecast

Variable	SF Residential	MF Residential	Office	Retail	Industrial	Other Commercial
Daily Vehicle Trip Ends 2015-2040	106,795	474,936	427,689	263,626	33,739	31,628
Daily Vehicle Trip Ends 2005-2030	254,993	454,642	394,459	156,577	33,816	55,475
% of Total Trip Ends 2015-2040	8.0%	35.5%	32.0%	19.7%	2.5%	2.4%
% of Total Trip Ends 2005-2030	18.9%	33.7%	29.2%	11.6%	2.5%	4.1%
Proportional Allocation of \$1,617 M – 2015-2040	\$129M	\$574M	\$517M	\$318M	\$41M	\$38M
Proportional Allocation of 1,182M – 2005-2030	\$223M	\$398M	\$345M	\$137M	\$30M	\$49M

Comparing  
2007 and  
current  
forecast  
with current  
or actual  
rates

Variable	SF Residential	MF Residential	Office	Retail	Industrial	Other Commercial
Resultant Unit Impact Tax Rates – 2015-2040	\$11,499 per DU	\$8,032 per DU	\$16.04 per GSF	\$25.93 per GSF	\$7.43 per GSF	\$6.69 per GSF
Resultant Unit Impact Tax Rates 2005-2030*	\$8,380 per DU	\$5,884 per DU	\$11.56 per GSF	\$18.80 per GSF	\$5.39 per GSF	\$4.85 per GSF
Current-General	\$13,966 per DU	\$8,886 per DU	\$12.75 per SF GFA	\$11.40 per SF GFA	\$6.35 per SF GFA	\$6.35 per SF GFA
Current-Metro Station	\$6,984 per DU	\$4,443 per DU	\$6.35 per SF GFA	\$5.70 per SF GFA	\$3.20 per SF GFA	\$3.20 per SF GFA
Current - Clarksburg	\$20,948 per DU	\$13,330 per DU	\$15.30 per SF GFA	\$13.70 per SF GFA	\$7.60 per SF GFA	\$7.60 per SF GFA

\* Eventual adopted rate was an estimated 25% higher

## Local Funds for Federal/State Network & Mass Transit Expansion

Project	CLRP/TIP	CIP	Total
Roadway Expansion & Study - Federal & State Network			
Watkins Mill Interchange @ I-270	\$3,163,000		\$3,163,000
MD 124 Corridor Study PE	\$5,000,000		\$5,000,000
MD 355 @ Randolph Road Interchange PE	\$6,728,000		\$6,728,000
Brookville By-Pass	\$9,467,000		\$9,467,000
Montgomery Hills / MD 97 Study	\$1,624,000		\$1,624,000
Sub Total	\$25,982,000		\$25,982,000
Mass Transit			
MD 586 BRT Study	\$4,402,000		\$4,402,000
Bethesda Metro South / Purple Line Entrance		\$48,910,000	\$48,910,000
Montgomery Mall Transit Center		\$1,311,000	\$1,311,000
Ride On Bus Replacement		N/A	\$0
Sub-Total	\$4,402,000	\$50,221,000	\$54,623,000

Note: This list excludes projects and funds related to the White Flint Special Tax District

## Local Funds for Road Projects That Expand Network Capacity

Project	CLRP/TIP	CIP	Total
Roads			
Burtonsville Access Road		\$2,412,000	\$2,412,000
Chapman Avenue Extended		\$6,293,000	\$6,293,000
Clarksburg Transportation Connections		\$10,000,000	\$10,000,000
Goshen Road South		\$63,292,000	\$63,292,000
Montrose Parkway East		\$50,785,000	\$50,785,000
Platt Ridge Dive Extended		\$3,180,000	\$3,180,000
Snouffer School Road North Webb Tract		\$12,268,000	\$12,268,000
Snouffer School Road		\$20,539,000	\$20,539,000
State Transportation Participation (Local Funds)		\$5,673,000	\$5,673,000
Subdivision Road Participation		\$6,914,000	\$6,914,000
Facility Planning - Transportation		\$10,713,000	\$10,713,000
Ripley Street		\$730,000	\$730,000
Bethesda CBD Streetscape		\$7,116,000	\$7,116,000
East Gude Drive		\$2,586,000	\$2,586,000
Seminary Road Intersection Improvements		\$7,258,000	\$7,258,000
Wapakoneta Road Improvements		\$945,000	\$945,000
Public Facilities Roads		\$600,000	\$600,000
Maryland / Dawson Extended		\$250,000	\$250,000
Rainbow Drive - Thompson Road Extended		\$540,000	\$540,000
Sub-Total		\$212,094,000	\$212,094,000

Note: This list excludes projects and funds related to the White Flint Special Tax District

Local Funds for  
Ped/Bike and  
Other Projects  
That Expand  
Network  
Capacity

Project	CLRP/TIP	CIP	Total
Pedestrian Facilities / Bikeways			
Capital Crescent Trail		\$77,356,000	\$77,356,000
Metropolitan Branch Trail		\$10,297,000	\$10,297,000
Sub-Total		\$87,653,000	\$87,653,000
Traffic Improvements			
Intersection & Spot Improvements		\$7,224,000	\$7,224,000
Redland Road		\$403,000	\$403,000
Sub-Total		\$7,627,000	\$7,627,000
TOTAL - LOCAL FUNDS FOR NETWORK EXPANSION	\$30,384,000	\$357,595,000	\$387,979,000

Note: This list excludes projects and funds related to the White Flint Special Tax District