Subdivision Staging – LATR Concepts Status

Planning Board
Worksession
February 25, 2016

Discussion topics

- Status of TISTWG conversations
- Relationship to potential new constructs
- Next steps and schedule

TISTWG objectives for LATR

- Less auto-centric
- Streamlined & predictable
- More robust technical analysis

TISTWG process

- Spring 2015: Considered 31 potential improvements (seven are existing)
- Combination of:
  - screening approaches (when to study)
  - analyses (what to measure)

Table 1. Organization of LATR Concepts and Concerns

Scoping Concepts (Board #1)

Study Approaches (starting on page 7)

SA-1. Alternative Review Procedure – Metro Station Policy Areas TMAg (no change)
SA-2. Alternative Review Procedure – White Flint (no change)
SA-3. Alternative Review Procedure – Very Low VMT

Study Triggers (starting on page 11)

ST-1. Trip Generation Threshold
ST-2. Study Area
ST-3. Background Traffic
ST-4. Modal Analysis Triggers

Study Refinements (starting on page 24)

SR-1. Potomac Two-Lane Policy (no change)
SR-2, Exempt Second Improvement Mitigating < 5 CLV (no change)
SR-3. Protected Intersections
SR-4. Non-Transportation-Related Policies (no change)

Analysis Elements (Board #2)

Approach (starting on page 30)

AA-1. Priority of mitigation approach

Measurements: (starting on page 32)

AM-1. Pedestrian System Measurement
AM-2. Bicycle System Measurement
AM-3. Transit System Measurement
AM-4. CLV Thresholds (no change)
AM-5. CLV/HCM Thresholds

Solutions: (starting on page 48)

AS-1. CLV mitigation requirement (100% or 150%) (no change)
AS-2. $12K per trip (no change)
AS-3. Ped-bike gap contribution

Elements proposed to be dropped (Board #3) (starting on page 53)

D-1. VMT based standards/thresholds
D-2. Connectivity indices (as standalone – may be part of bike/ped accessibility)
D-3. Screenlines/cordon lines with person-throughput
D-4. Traffic Mitigation Goals under SSP APF2
D-5. Areawide trip caps or parking caps (with or without trading)

Other Issues (Board #4 – no facilitated group discussion)

O-1. Ensuring a balanced approach (i.e., test/tweak each concept so that a bunch of new rules aren't death by a thousand cuts)
O-2. Effect on review processes/schedules by multiple agencies
O-3. Defining area types (are BRT stations all urban areas?) in subsequent SSP Council actions
O-4. Reflecting flexibility for evolution in land use-types over time (i.e., the millennials argument)
O-5. "Free rider" issues – new rules exacerbate the problem, but are there improvements to status quo?
O-6. Defining peak periods for different modes (particularly midday pedestrian flows)
O-x. Others to be added by meeting participants.

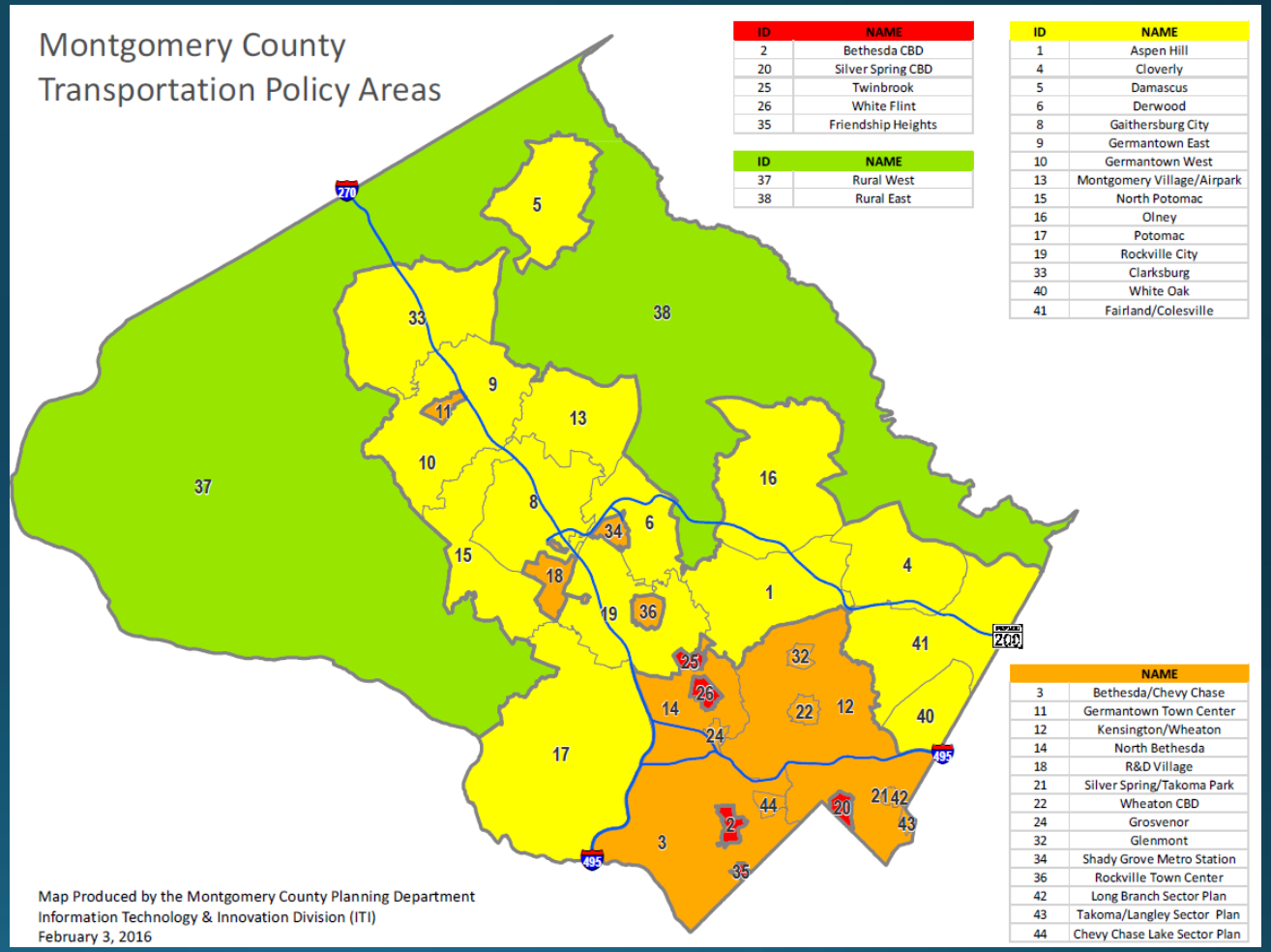
TISTWG process

- Fall 2015: Nine basic categories
- December 2015: Track changes SSP, Guidelines
- January 2016: Responses to 77 TISTWG member comments

Concept	Description	LATR/TPAR Guidelines elements
SA-3	Alternative Review Procedures for Very Low VMT	Completed proposal for review/comment
ST-1	Trip Generation Thresholds	Moving forward with 11/30 thresholds (page 26 of April LATR Concepts handout)
ST-4	Modal analysis triggers	Moving forward with on 11/30 thresholds (page 26 of April LATR Concepts handout)
SR-3	Protected intersections	Select Major/Major and Major/Arterial locations in Bethesda CBD, Silver Spring CBD, R&D Village, and Wheaton would be logical candidates. $12,000/CLV increase fee in lieu of improvement dedicated to TMD with credit against TPAR/impact tax. See attachment.
AM-1 through AM-3	Modal analyses	Retain current LATR value of linear feet of sidewalk/bike path and $12,000/vehicle trip fee for other improvements with credit against TPAR/impact tax
AM-5	CLV/Synchro	Scoping and analysis parameters proposed. See attachment
AS-3	Pedestrian-bicycle gap contribution	Work in progress to define gaps and responsibility for filling them (presumably construction if in ROW, payment in lieu if private property required)
Other	Value of peak hour vehicle trip	Escalate $12,000 / vehicle trip value
Other	Miscellany clarifications	Considering comments developed by M-NCPPC staff in past two years

Coordination with new constructs

- February 18 discussion on policy area groups:
  - Core
  - Corridor
  - Residential
  - Rural



ID	NAME
2	Bethesda CBD
20	Silver Spring CBD
25	Twinbrook
26	White Flint
35	Friendship Heights

ID	NAME
37	Rural West
38	Rural East

ID	NAME
1	Aspen Hill
4	Cloverly
5	Damascus
6	Derwood
8	Gaithersburg City
9	Germantown East
10	Germantown West
13	Montgomery Village/Airpark
15	North Potomac
16	Olney
17	Potomac
19	Rockville City
33	Clarksburg
40	White Oak
41	Fairland/Colesville

	NAME
3	Bethesda/Chevy Chase
11	Germantown Town Center
12	Kensington/Wheaton
14	North Bethesda
18	R&D Village
21	Silver Spring/Takoma Park
22	Wheaton CBD
24	Grosvenor
32	Glenmont
34	Shady Grove Metro Station
36	Rockville Town Center
42	Long Branch Sector Plan
43	Takoma/Langley Sector Plan
44	Chevy Chase Lake Sector Plan

Synthesis: SSP and **New** Local Area Evaluation Concepts

LATR Element under Development	Core	Corridor with Metrorail	Residential – Streets	Residential – Roads	Rural
SSP CONSTRUCT	PAYMENT ONLY	STUDY & PAYMENT	STUDY & PAYMENT	STUDY & MITIGATE	STUDY & MITIGATE
VMT Screening	Remove				
Dispersed Intersections	Remove	Remove	Remove		
Mode-specific tripgen and analyses	Remove	Study	Study	(unlikely)	(unlikely)
Multimodal intersection delay	Remove	Study (with ped delays)	Study (with ped delays)	Study	(unlikely)

Synthesis: SSP and **Current** Local Area Evaluation Concepts

Current LATR Element	Core	Corridor with Metrorail	Residential – Streets	Residential – Roads	Rural
SSP CONSTRUCT	PAYMENT ONLY	STUDY & PAYMENT	STUDY & PAYMENT	STUDY & MITIGATE	STUDY & MITIGATE
Alt Review in Metro Station Areas	Remove				
CLV Standards	Remove	Study	Study	Study	Study

Retention of qualitative reviews (i.e., ped/bike statement, relationship to TDM/Section 32 requirements) subject to further discussion on value to stakeholders.

Next steps

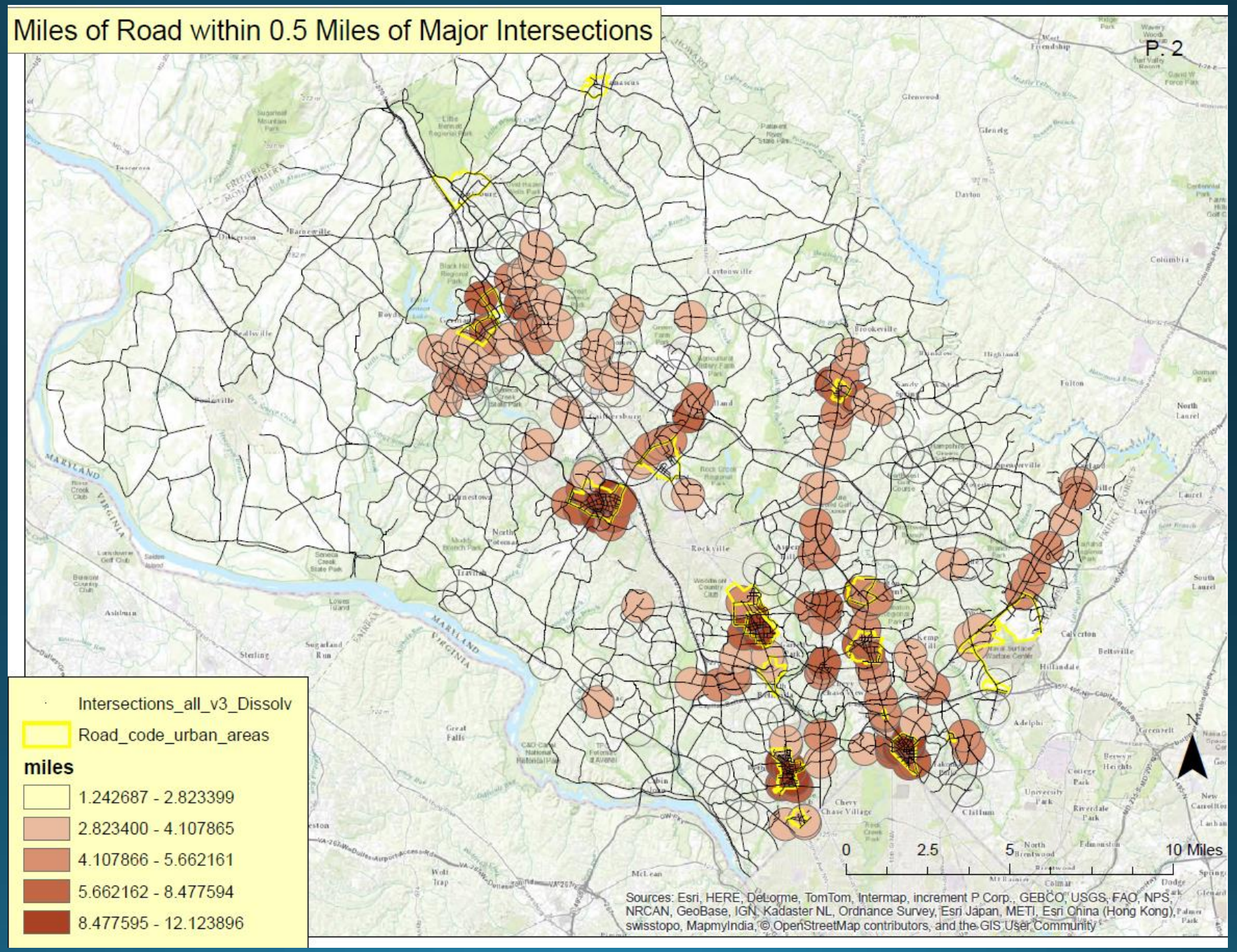
- Planning Board discussion and guidance
- Synthesis of exaction (M-NCPPC lead) and funding (MCDOT lead) elements
- Additional stakeholder outreach
- Coordination with payment/tax elements

RESOURCE SLIDES

VMT SCREENING

Type of Development	VMT effect	Qualified as	Effect on existing tests
Type 1: Zero VMT Development	Reduces areawide VMT (only residential applications in Bethesda/Silver Spring with very limited on site parking)	Defined by lookup table in Planning Board Guidelines	No action under LATR, TPAR, or transportation impact taxes
Type 2: Very Low VMT Development	Limited VMT (only residential applications in Bethesda/Silver Spring with relatively limited on site parking	Defined by lookup table in Planning Board Guidelines	No action under LATR
Type 3: Mitigated VMT Development	Reduction of site VMT by 50% as negotiated in "hard" Traffic Mitigation Agreement	Negotiated Traffic Mitigation Agreement	No action under LATR/TPAR; additional transportation impact tax

DISPERSED GRID INTERSECTIONS



MODE SPECIFIC TRIPGEN AND ANALYSIS

1. For a prototypical MSPA application

	Overall			Auto	Transit	Bicycle	Pedestrian
Proposed Thresholds	75			75	50	100	100
	persons	Auto drivers plus passengers	Average Vehicle Occupancy	vehicles	riders	persons (in places with bike propensity)	persons
Example peak hour modal splits		68%	1.2	57%	14%	2%	16%
Office - person trips by mode at various levels of development intensity:				Vehicle trips	Transit trips	Bicycle trips	Pedestrian trips
25000 GSF	55	37		31	8	1	9
75000 GSF	165	112		94	23	3	26
125000 GSF	276	188		156	39	6	44
175000 GSF	386	262		219	54	8	62
225000 GSF	496	337		281	69	10	79
275000 GSF	607	413		344	85	12	97
325000 GSF	717	488		406	100	14	115
375000 GSF	827	562		469	116	17	132
425000 GSF	938	638		532	131	19	150
475000 GSF	1048	713		594	147	21	168