



Montgomery Planning | Countywide Planning and Policy Division

06/06/2024
Agenda Item 6

2024 Growth and Infrastructure Policy

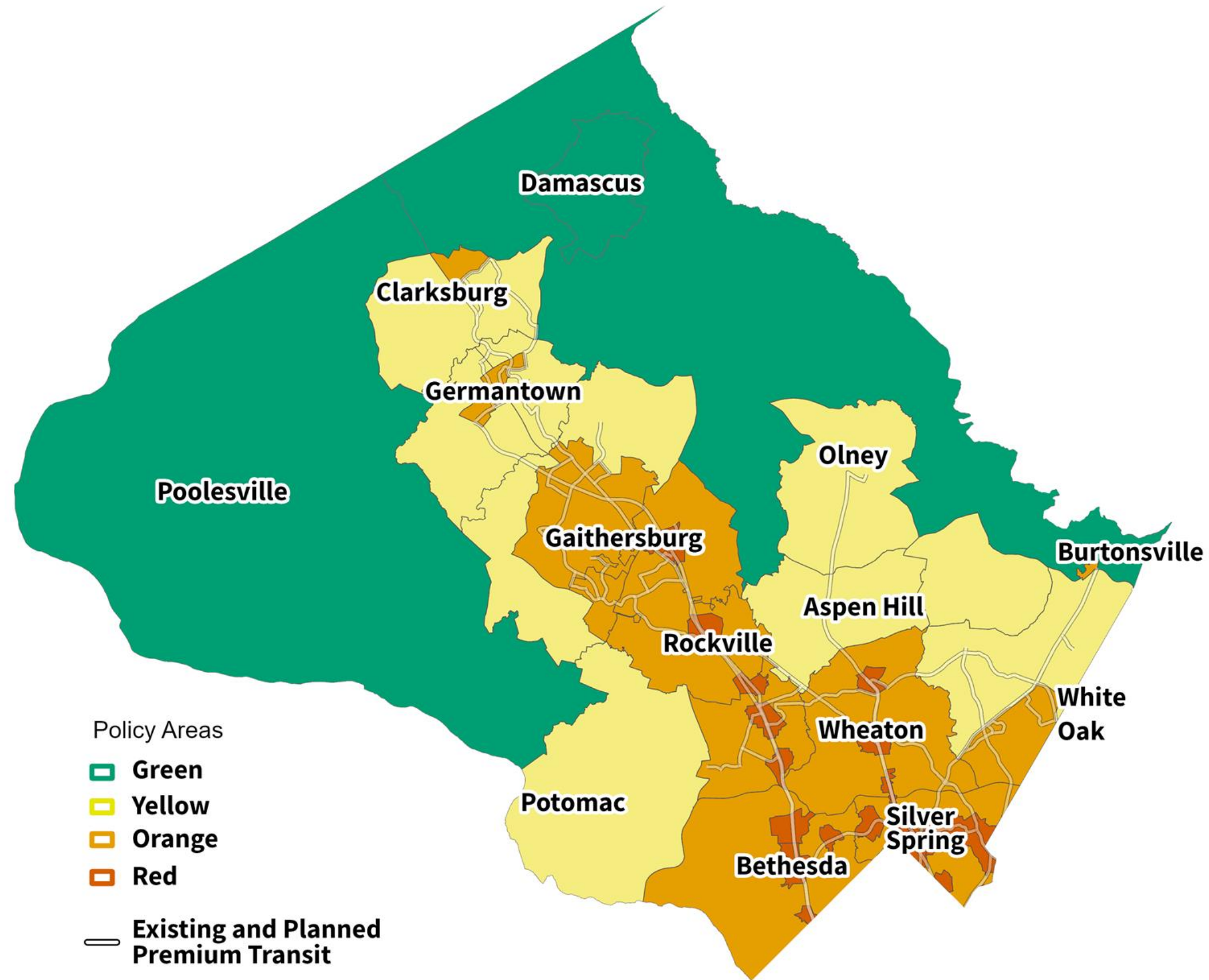
Work Session #2 - Transportation



Transportation Public Hearing Draft Recommendations

A. Transportation Policy Areas

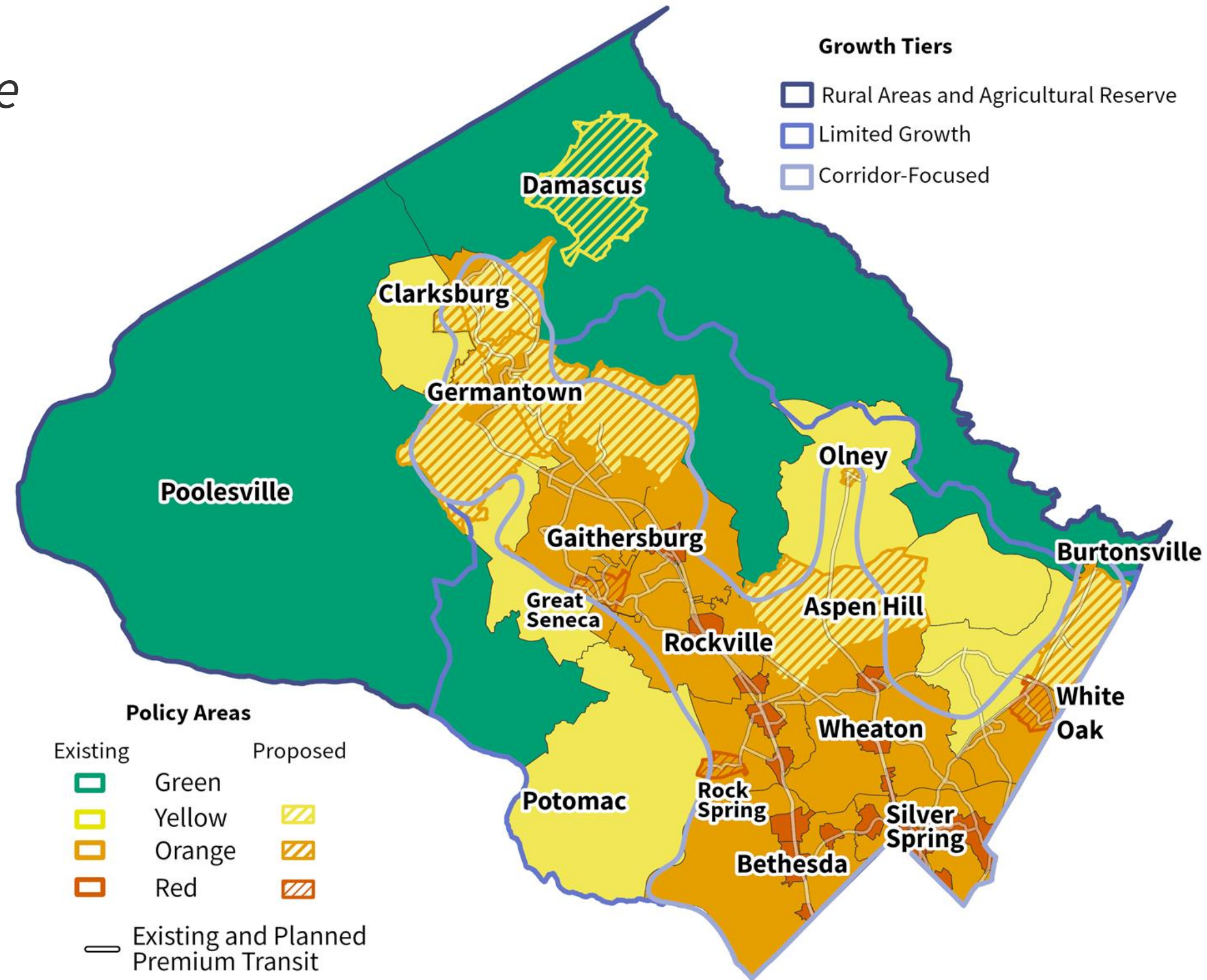
- **Red** – Downtowns with current or master planned high-density development and premium transit service (e.g., Metrorail, Purple Line, BRT).
- **Orange** – Town centers and corridor-focused growth areas with planned premium transit.
- **Yellow** – Lower-density areas residential neighborhoods with community-serving commercial areas.
- **Green** – The county’s Agricultural Reserve and rural areas.



Recommendation 3.1

Update policy areas to support the county's goals

- **Red:** Great Seneca Life Sciences Center, White Oak Village and Town Center, and Rock Spring
- **Orange:** Aspen Hill, Germantown East and West, Montgomery Village, Olney Town Center, and Fairland-Briggs Chaney & Clarksburg East
- **Yellow:** Damascus



Testimony

Steven A. Robins, on behalf of the Camalier and Davis families and the Buchanan Partners, supports designating the Rock Spring Policy Area as a Red policy area.

Greater Colesville Civic Association (GCCA) supports designating the White Oak Village & Center Policy as a Red policy area.

GCCA recommends designating the White Oak Policy Area as Red policy area.

➤ **Staff Response:** Orange policy area is appropriate for a town center.

Testimony

Eileen Finnegan opposes designating the White Oak Village and Center policy area as a Red policy area. Decreased revenue from transportation impact taxes would stress future capital budgets and increase the likelihood that needed transportation improvements will not happen.

- **Staff Response:** Designations reflect the master planned vision. Aligning the policy with vision increases the likelihood of achieving it. Red policy areas pay impact taxes, albeit at a lower rate than Orange policy areas. As an Opportunity Zone, the policy area is exempt from paying impact taxes.

Testimony

- *Darnestown Civic Association is concerned that changing the Germantown and Clarksburg policy areas designations from Yellow to Orange “represents sprawl.” Changing Damascus from Green to Yellow is a “dangerous precedent” and it detracts investment from where it is most needed.*

➤ **Staff Response:** Designations reflect existing conditions and the master planned visions for these areas.

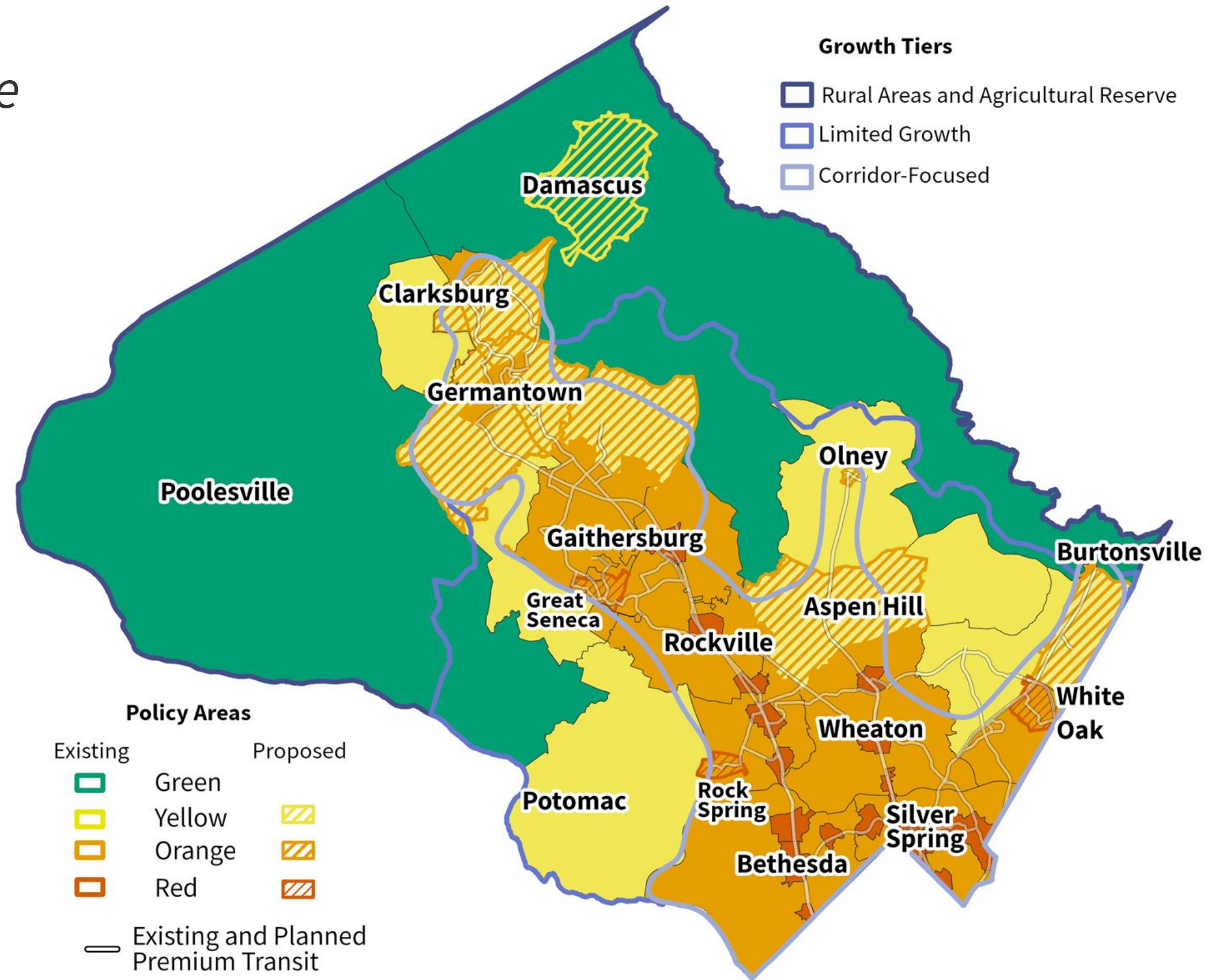
Testimony

- *County Executive cautions that policy area changes could undermine efforts to promote transit use and allocate resources for transit improvement.*
 - *MCDOT opposes changes until active transportation infrastructure and transit service are in place to support the more intensive development.*
- **Staff Response:** Premium transit is contingent upon more urban forms of development. By incentivizing this type of development, we are creating the ridership base that will ultimately use and pay for the service.

Recommendation 3.1

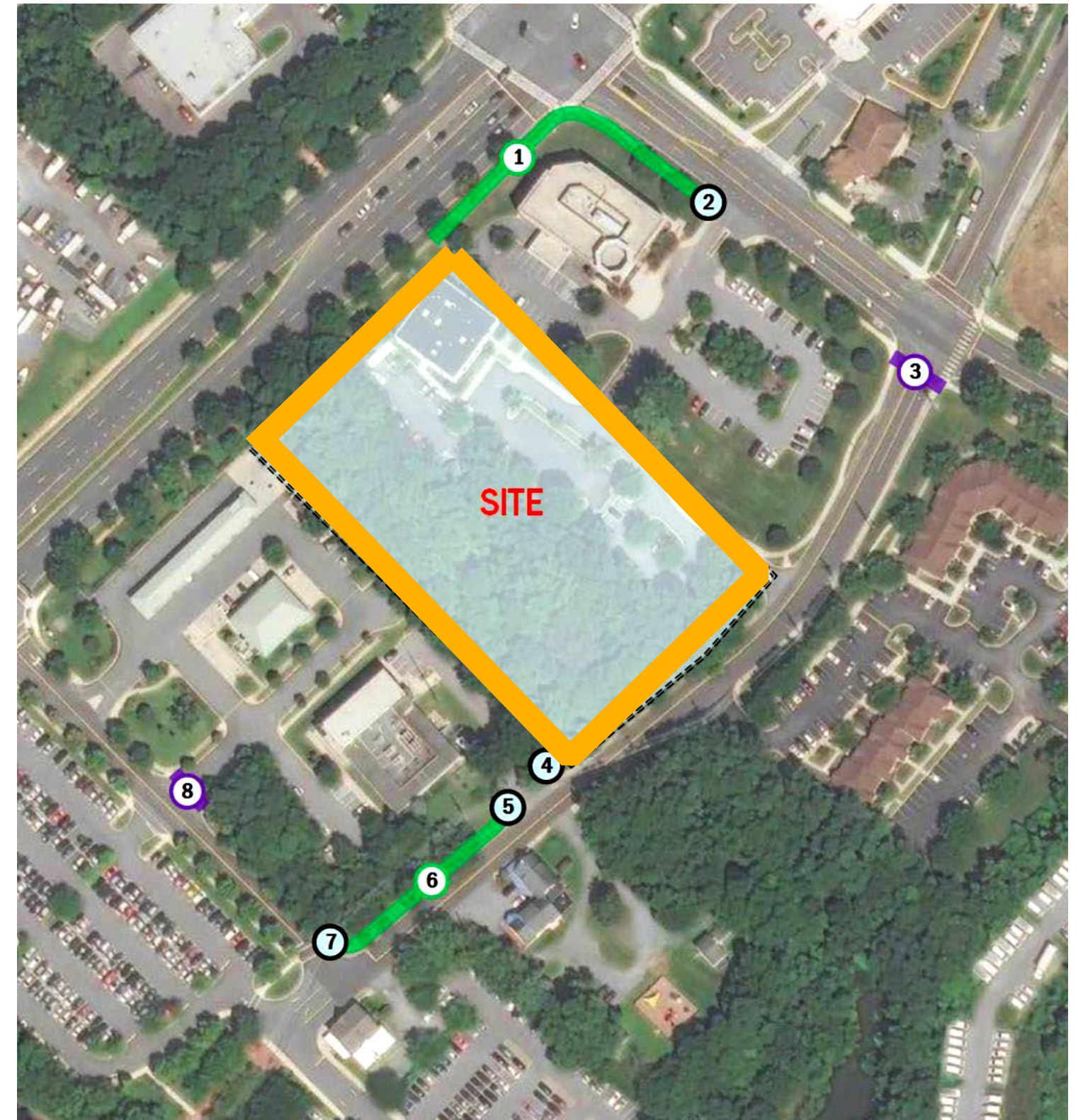
Update policy areas to support the county's goals

- **Red:** Great Seneca Life Sciences Center, White Oak Village and Town Center, and Rock Spring
- **Orange:** Aspen Hill, Germantown East and West, Montgomery Village, Olney Town Center, and Fairland-Briggs Chaney & Clarksburg East
- **Yellow:** Damascus



B. Local Area Transportation Review (LATR)

- Serves as a guide for determining adequacy.
- Only addresses off-site transportation facilities.
- Series of multimodal tests.
- Evaluate conditions, identify deficiencies, and develop list of mitigations.



Measuring Impact

Recommendation 3.2

Require a LATR study for any proposed development generating 30 or more net new peak-hour motor vehicle trips.

30 vehicle trips \approx 50 person trips



Testimony

NAIOP, Maryland Building Industry Association (MBIA), and Montgomery for All Steering Committee express support.

MCDOT is neutral, with the understanding that 30 motor vehicle trips is the approximate equivalent of the existing threshold of 50-person metric.

- **Staff Response:** Confirms it is the approximate equivalent of the existing threshold. Did not identify any projects that surpassed the threshold under the current growth policy that would not also surpass the threshold under the proposed policy.

Planning Board Comments

- *Consider the impact of raising the LATR threshold to 50+ net new peak-hour motor vehicle trips.*

➤ **Staff Response:** Only one project approved under the 2020-2024 GIP had fewer than 50 net new motor vehicle trips.

The county's threshold may be on the lower side compared to local peer jurisdictions.

LATR Projects 2021-2024

Net New Motor Vehicle Trips	Projects
47	1
50-100	8
100-200	5
200-268	3

B. Local Area Transportation Review (LATR)

Measuring Impact

Recommendation 3.2

Require a LATR study for any proposed development generating 30 or more net new peak-hour motor vehicle trips.



Motor Vehicle Adequacy

Recommendation 3.3

Update the LATR intersection delay standards to reflect changes to policy area boundaries and designations.

Updated LATR Intersection Delay Standards

Policy Area	HCM Average Vehicle Delay Standard (seconds/vehicle)	
	2020–2024 GIP	2024–2028 GIP
Aspen Hill	59	63
Clarksburg East	51	55
Fairland-Briggs Chaney	59	63
Germantown East	51	55
Germantown West	51	55
Gaithersburg	51	59
Montgomery Village/Airpark	51	59
Olney Town Center	55	63

Testimony

- *NAIOP and MBIA support the increase in the delay standard for some policy areas, noting that “they are minor increases.”*
- *MCDOT expresses concern that the recommendation allows for greater vehicular congestion without necessitating that robust transit service is available for users to have viable alternatives to private automobiles.*
 - **Staff Response:** As we envision these areas becoming more urban, it is reasonable for us to reduce traffic congestion standards. Prioritizing motor vehicle throughput in these areas will prevent them from becoming the more walkable, bikeable, and transit-friendly places.

B. Local Area Transportation Review (LATR)

Motor Vehicle Adequacy

Recommendation 3.3

Update the LATR intersection delay standards to reflect changes to policy area boundaries and designations.

Updated LATR Intersection Delay Standards

Policy Area	HCM Average Vehicle Delay Standard (seconds/vehicle)	
	2020–2024 GIP	2024–2028 GIP
Aspen Hill	59	63
Clarksburg East	51	55
Fairland-Briggs Chaney	59	63
Germantown East	51	55
Germantown West	51	55
Gaithersburg	51	59
Montgomery Village/Airpark	51	59
Olney Town Center	55	63

Non-Motor Vehicle Adequacy

Recommendation 3.4

Establish the Non-Motor Vehicle Adequacy Test.

- This test replaces the individual pedestrian, bicycle, and bus transit systems tests.

Components

- **Pedestrian Level of Comfort (PLOC):** “Somewhat Comfortable” (PLOC-2) or “Very Comfortable” (PLOC-1) score.
- **Illuminance:** Montgomery County Department of Transportation (MCDOT) streetlight and illuminance standards.
- **ADA Compliance:** The Americans with Disabilities Act (ADA) standards.
- **Bicycle System:** Low Level of Traffic Stress (LTS-2).
- **Bus Transit System:** ADA-accessible bus shelter and amenities per MCDOT guidelines.

Planning Board Comments

- Clarify that the non-motor vehicle adequacy test is not a new test.

➤ **Staff Response:** Suggests this revised recommendation:

- **Simplify the ~~Establish a~~ Non-Motor Vehicle Adequacy Test. The test has ~~with~~ five components:** Pedestrian Level of Comfort (PLOC), illuminance, Americans with Disabilities Act (ADA) compliance, bicycle system, and bus transit system. This test replaces the individual pedestrian, bicycle, and bus transit systems tests.

Non-Motor Vehicle Adequacy

Recommendation 3.4

Simplify the Non-Motor Vehicle Adequacy Test.

The test has ~~with~~ five components: Pedestrian Level of Comfort (PLOC), illuminance, Americans with Disabilities Act (ADA) compliance, bicycle system, and bus transit system.

- This test replaces the individual pedestrian, bicycle, and bus transit systems tests.

Components

- **Pedestrian Level of Comfort (PLOC):** “Somewhat Comfortable” (PLOC-2) or “Very Comfortable” (PLOC-1) score.
- **Illuminance:** Montgomery County Department of Transportation (MCDOT) streetlight and illuminance standards.
- **ADA Compliance:** The Americans with Disabilities Act (ADA) standards.
- **Bicycle System:** Low Level of Traffic Stress (LTS-2).
- **Bus Transit System:** ADA-accessible bus shelter and amenities per MCDOT guidelines.

Non-Motor Vehicle Adequacy

Recommendation 3.5: *Modify the non-motor vehicle adequacy test requirements to maintain the county's high standards while minimizing unnecessary data collection and analysis.*

- Standardize study area extents across policy areas.
 - **Reduce** the study area for Red and Orange policy areas for PLOC, illuminance, and ADA.
 - **Increase** the study area for Yellow and Green policy areas for bike and transit.
- Remove the bus transit adequacy exemption for Green policy areas.
- Remove specific limits on the physical extent of mitigation (e.g., number of bus shelters, feet of sidewalk).
- Clarify that any required mitigation must be proportional to the development's impact. The LATR Proportionality Guide ensures reasonable requirements.

Testimony

- *NAIOP and MBIA support the simplification of the study areas but question the necessity of the illumination study. They caution that care needs to be taken when developing the testing procedures based on MCDOT's updated standards to ensure the study is not “costly and dangerous.”*
 - **Staff Response:** Adequate illuminance is a critical component of improving safety for all modes of transportation. We'll coordinate with stakeholders during the LATR Guidelines update to ensure testing procedures prioritize safety and efficiency.

Testimony

- *MCDOT recommends maintaining the 2020 modal adequacy tests study limits. Concerned that the changes will reduce the extent of offsite improvements, and therefore increase the County's funding burden for pedestrian infrastructure.*

➤ **Staff Response:** While the recommendation reduces the size of the study area in Red and Orange policy areas, it also removes the existing limits on the physical extent of mitigation projects. Ultimately, the amount of required mitigation must be proportional to the project's impact.

Testimony

- *MCDOT recommends the study and development of a future transit modal adequacy test or other transit-focused GIP policy that results in meaningful improvement of transit service, and states that “adding a shelter does not substantively expand transit access.”*
 - **Staff Response:** LATR is not an appropriate way to fund increased transit service, which requires an operational component (more service) and a capital component (more vehicles and storage facilities). Because transit service is a regional or area-wide transportation improvement, rather than a local transportation improvement, it would not be an appropriate as mitigation.

Testimony

- *MCDOT recommends establishing the point from which the study area boundary is measured. Suggests measuring them from the nearest edge of the property.*
 - **Staff Response:** Recommend defining off-site, frontage, and on-site improvements as part of the LATR Guidelines update.

Non-Motor Vehicle Adequacy

Recommendation 3.5 *Modify the non-motor vehicle adequacy test requirements to maintain the county's high standards while minimizing unnecessary data collection and analysis.*

- Standardize study area extents across policy areas.
 - **Reduce** the study area for Red and Orange policy areas for PLOC, illuminance, and ADA.
 - **Increase** the study area for Yellow and Green policy areas for bike and transit.
- Remove the bus transit adequacy exemption for Green policy areas.
- Remove specific limits on the physical extent of mitigation (e.g., number of bus shelters, feet of sidewalk).
- Clarify that any required mitigation must be proportional to the development's impact. The LATR Proportionality Guide ensures reasonable requirements.

B. Local Area Transportation Review (LATR)

Non-Motor Vehicle Adequacy

Recommendation 3.5

Modify the non-motor vehicle adequacy test requirements to maintain the county's high standards while minimizing unnecessary data collection and analysis.

Study Area Extent by Evaluation Category and Motor Vehicle Trips

Peak-Hour Motor Vehicle Trips (Net New)	ADA Compliance	Pedestrian Level of Comfort (PLOC)	Illuminance	Bicycle	Transit
30–64	125'	250'	250'	400'	500'
65–124	200'	400'	400'	750'	1000'
125–224	250'	500'	500'	900'	1300'
225 +	300'	600'	600'	1000'	1500'

Vision Zero & System Safety

Recommendation 3.6

Refine the Vision Zero Statement to focus on managing speed for safety.

“All LATR studies must assess roadway speeds and suggest safety solutions. With the concurrence of the responsible agency, projects may implement or contribute to implementing safety countermeasures as part of their off-site mitigation efforts.”



Testimony

- *Montgomery for All Steering Committee supports this recommendation.*
 - *MCDOT supports this recommendation and notes that “the narrowed focus on speed provides useful data on existing conditions to MCDOT. The language allows MCDOT staff to approve implementation of safety countermeasures on a case-by-case basis.”*
 - *NAIOP and MBIA are concerned by the notion “that developers can implement speed reduction strategies and other roadway safety improvements.”*
- **Staff Response:** Acknowledges the difficulties of implementing these projects. The recommendation gives MCDOT and MDOT the discretion and flexibility to partner with private developers to implement desired safety countermeasures when feasible.

Vision Zero & System Safety

Recommendation 3.6

Refine the Vision Zero Statement to focus on managing speed for safety.

“All LATR studies must assess roadway speeds and suggest safety solutions. With the concurrence of the responsible agency, projects may implement or contribute to implementing safety countermeasures as part of their off-site mitigation efforts.”



B. Local Area Transportation Review (LATR)

Vision Zero & System Safety

Recommendation 3.7

Remove the reference to the Safe Systems Adequacy Test.



Testimony

- *MCDOT supports this recommendation.*

B. Local Area Transportation Review (LATR)
Vision Zero & System Safety

Recommendation 3.7

Remove the reference to the Safe Systems Adequacy Test.



C. Proportionality and Mitigation

Proportionality Guide

Recommendation 3.8

As part of the 2025 LATR Guidelines update, develop a vehicle trip-based Proportionality Guide calculation that better accounts for impacts.

- Proportionality Guide
 - Sets cost limit for mitigation*
 - Predictable
 - Reasonable
 - Proportional



Testimony

- *MBIA and NAIOP support the development of a trip-based proportionality guide calculation that better accounts for impacts. They note that a shortcoming of the current guide is that it “places a higher cost burden on developments in Red policy areas.”*
- *Montgomery for All Steering Committee supports the development of a new guide “that focuses on the impact of motor vehicle trips instead of housing units and non-residential units.”*
- *MCDOT will monitor as the guide is developed.*

Testimony

- *William Kominers of Lerch, Early & Brewer suggests the proportionality guide ensures that developers are not paying for a full improvement when they are only contributing to what pushes it “over the line.”*
 - **Staff Response:** The LATR Proportionality Guide ensures that development projects contribute to local area transportation improvements based on their impact. A development project is required to construct a complete improvements, rather than pieces of several improvements.

C. Proportionality and Mitigation

Proportionality Guide

Recommendation 3.8

As part of the 2025 LATR Guidelines update, develop a vehicle trip-based Proportionality Guide calculation that better accounts for impacts.

- Proportionality Guide
 - Sets cost limit for mitigation*
 - Predictable
 - Reasonable
 - Proportional



C. Proportionality and Mitigation

Mitigation Payments

Recommendation 3.9

Allow all fee-in-lieu funds to be spent in both the subject policy area and adjacent policy areas.



Testimony

- *MCDOT supports this recommendation and states that it “provides the County with greater flexibility to use fee-in-lieu for the highest priority needs.”*

Planning Board Comments

- Consider the equity implications of using fees collected in an Equity Focus Area (EFA) in adjacent non-EFAs.
 - **Staff Response:** This recommendation provides MCDOT with flexibility to use small mitigation payments more effectively. While it is possible to use fees collected in an Equity Focus Area in a non-Equity Focus Area, the reverse is also true.

C. Proportionality and Mitigation

Mitigation Payments

Recommendation 3.9

Allow all fee-in-lieu funds to be spent in both the subject policy area and adjacent policy areas.



C. Proportionality and Mitigation

Mitigation Payments

Recommendation 3.10

Rather than limiting the use of funds to specific modes, allow fee-in-lieu funds collected for non-motor vehicle deficiencies to be used for any non-motor vehicle improvement within the subject policy area or an adjacent policy area.



Testimony

- *MCDOT supports this recommendation and states that it “provides the County with greater flexibility to use fee-in-lieu for the highest priority needs.”*

C. Proportionality and Mitigation

Mitigation Payments

Recommendation 3.10

Rather than limiting the use of funds to specific modes, allow fee-in-lieu funds collected for non-motor vehicle deficiencies to be used for any non-motor vehicle improvement within the subject policy area or an adjacent policy area.



D. LATR Exemptions

Recommendation 3.11

Expand the current off-site mitigation exemption for affordable housing units, which currently only includes mitigation payments, to include constructed improvements.



Testimony

- *Montgomery for All Steering Committee, the Miles Group, Arlington Partnership for Affordable Housing (APAHA), NAIOP, MBIA, and Mike English express support for the recommendation.*
- *MCDOT would support this recommendation if the County can develop an alternate funding source for adequate public facilities (APF) for affordable housing units.*
 - **Staff Response:** The county is experiencing a housing crisis and must find ways to incentivize the creation of more housing. Exempting the affordable housing component of projects from LATR is a way to balance the needs for infrastructure and housing.

Testimony

- *Multiple stakeholders (NAIOP, MBIA, AHAP, and Selzer Gurvitch) propose expanding the exemption for certain projects (e.g., 25-50% affordable, Mixed-Income Housing Communities, and deeply affordable). [Details on slide 48]*
- *AHAP also proposes exempting projects with a minimum 25% MPDUs and those classified as “Mixed-Income Housing Community” developments from constructing frontage improvements.*
 - **Staff Response:** Frontage improvements governed by other sections of the county code. The GIP only considers off-site transportation adequacy.

Mixed Income Housing Communities

Zoning Ordinance, Section 3.3.4

- A new use type with 150,000+ sf that meets specified affordability thresholds.
- Expedited review and approval process.
- Created in 2023 through **ZTA 23-01** to incentivize the development of affordable and deeply affordable housing.

Proposed Options

Under the current recommendation, individual affordable housing units would be proportionally exempt from off-site mitigation payments and constructed improvements. The options to expand the exemption were proposed in testimony.

- **Proposal #1:** *For each deeply affordable unit (at 50% AMI or less), exempt one market rate unit. (Selzer Gurvitch)*
- **Proposal #2:** *Exempt all units (both affordable and market rate) for projects with a minimum 25% affordable units, including Mixed Income Housing Community projects (APAH, NAIOP, MBIA)*
- **Alternate Proposal #2:** *Exempt all units (both affordable and market rate) for projects with a minimum 30-50% affordable units (Selzer Gurvitch)*

D. LATR Exemptions

Recommendation 3.11

Expand the current off-site mitigation exemption for affordable housing units, which currently only includes mitigation payments, to include constructed improvements.



D. LATR Exemptions

Recommendation 3.12

Exempt multi-family units with three or more bedrooms from off-site mitigation construction and payment.



Testimony

- *NAIOP, MBIA, Montgomery for All Steering Committee, Greater Greater Washington, the Miles Group, and Mike English express support for the recommendation.*
- *MCDOT voices minor opposition to this recommendation while acknowledging that the expected fiscal impact is minor. Suggests clearly defining 3+ bedroom units.*

➤ **Staff Response:** Discuss definition during the impact tax work sessions.

D. LATR Exemptions

Recommendation 3.12

Exempt multi-family units with three or more bedrooms from off-site mitigation construction and payment.



D. LATR Exemptions

Recommendation 3.13

Exempt daycares from the requirement to complete an LATR study.



Testimony

- *NAIOP and MBIA support the recommendation, noting that “the traffic impact from daycares are minimal beyond the site driveway.”*
- *MCDOT opposes the LATR exemption for daycares because they are a that critical tool measuring impacts and determining the need for improvements.*
 - **[Staff Response]:** The study cost is often greater than the required mitigation and can be a significant burden. County Code Sections 50.4.2 and 59.6.1.1 cover site access and circulation and are not affected by this recommendation.

D. LATR Exemptions

Recommendation 3.13

Exempt daycares from the requirement to complete an LATR study.



D. LATR Exemptions

Recommendation 3.14

Extend the Bioscience LATR exemption for another four years, so it applies to applications filed before January 1, 2029.



Testimony

- *NAIOP and MBIA support the support the LATR exemption for bioscience.*
- *MCDOT neither supports nor opposes this recommendation.*
- *Bill Kominers suggests the current three-year time limit to file a building permit may be overly restrictive because of the nonlinear nature of many bioscience.*

Testimony

- **[Staff Response]:** Recommends removing the three-year time limit with the following revision to from the Draft 2024-2028 GIP:

T5.1 Temporary Suspension for Bioscience Facilities

LATR requirements must not apply to a development or a portion of a development where:

- a) the primary use is for bioscience facilities, as defined in Section 52-39 of the County Code; and
- b) an application for preliminary plan, site plan, or building permit that would otherwise require a finding of Adequate Public Facilities is approved after January 1, 2021 and before January 1, 2029. ~~and~~
- ~~c) an application for building permit is filed within 3 years after the approval of any required preliminary plan or site plan.~~

D. LATR Exemptions

Recommendation 3.14

Extend the Bioscience LATR exemption for another four years, so it applies to applications filed before January 1, 2029.

Remove the three-year time limit to file a building permit.



E. Non-Auto Driver Mode Share (NADMS) Goals

Recommendation 3.15

Establish NADMS goals for new policy areas and other areas without goals. Update the NADMS goals to reflect recently adopted master plans.



Testimony

- *MCDOT supports the establishment of NADMS goals for new policy areas, but would like to partner on the goal creation and requests more information on the calculations*

➤ **Staff Response:** Planning Staff will review the goals and calculations with MCDOT. Staff will bring any proposed revisions to the Planning Board during a future work session.

Planning Board Comments

- *Consider identifying a path to achieve NADMS goals that are developed outside of the master planning process.*

➤ **Staff Response:** Council required the GIP to include goals for areas without them. We continue to look for opportunities to increase NADMS in countywide planning efforts such as the *Pedestrian Master Plan* and the *Master Plan of Highways and Transitways*.

E. Non-Auto Driver Mode Share (NADMS) Goals

Recommendation 3.15

Establish NADMS goals for new policy areas and other areas without goals. Update the NADMS goals to reflect recently adopted master plans.

Discuss at a future work session.



F. Policy Revisions

Recommendation 3.16

Revise the GIP resolution text to reflect updated county plans, policies, laws, regulations, and guidance.



Testimony

- *MCDOT supports this recommendation, with the goal of modernizing and streamlining existing regulations and guidance.*
- *NAIOP and MBIA request revisions to the GIP applicability so that development projects that have already filed applications but have not yet been approved by the Planning Board will be able to take advantage of the proposed changes.*

Draft GIP Text

“This resolution takes effect on January 1, 2025 and applies to any application for a preliminary plan, site plan, building permit, or other application that requires a finding of Adequate Public Facilities filed on or after that date.”

Testimony

- **Staff Response:** The LATR Guidelines can provide direction minor revisions to unapproved applications. However, Staff would still require a new application for substantial changes to projects.
- Staff also recommends revising the subject text as follows:
 - “This resolution takes effect on January 1, 2025, and applies to any application for a preliminary plan, site plan, building permit, or other application that requires a finding of Adequate Public Facilities ~~filed~~ **accepted** on or after that date.”

F. Policy Revisions

Recommendation 3.16

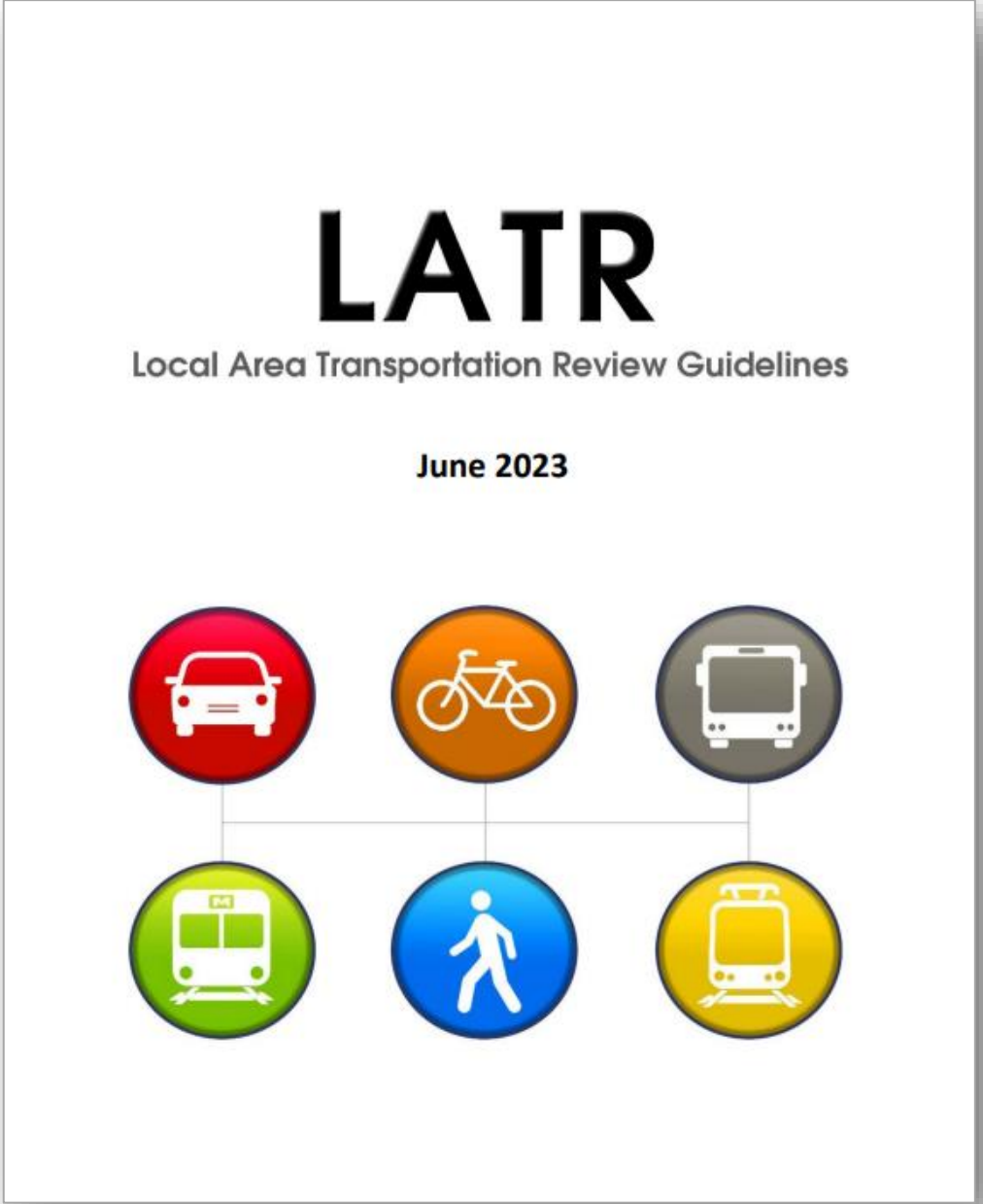
Revise the GIP resolution text to reflect updated county plans, policies, laws, regulations, and guidance.



G. Reorganize and Update the LATR Guidelines

Recommendation 3.17

Reorganize and update the LATR Guidelines. The revised version will reduce duplicative and contradictory language, address frequently asked questions, and include example documents and directions for common challenges.



Testimony

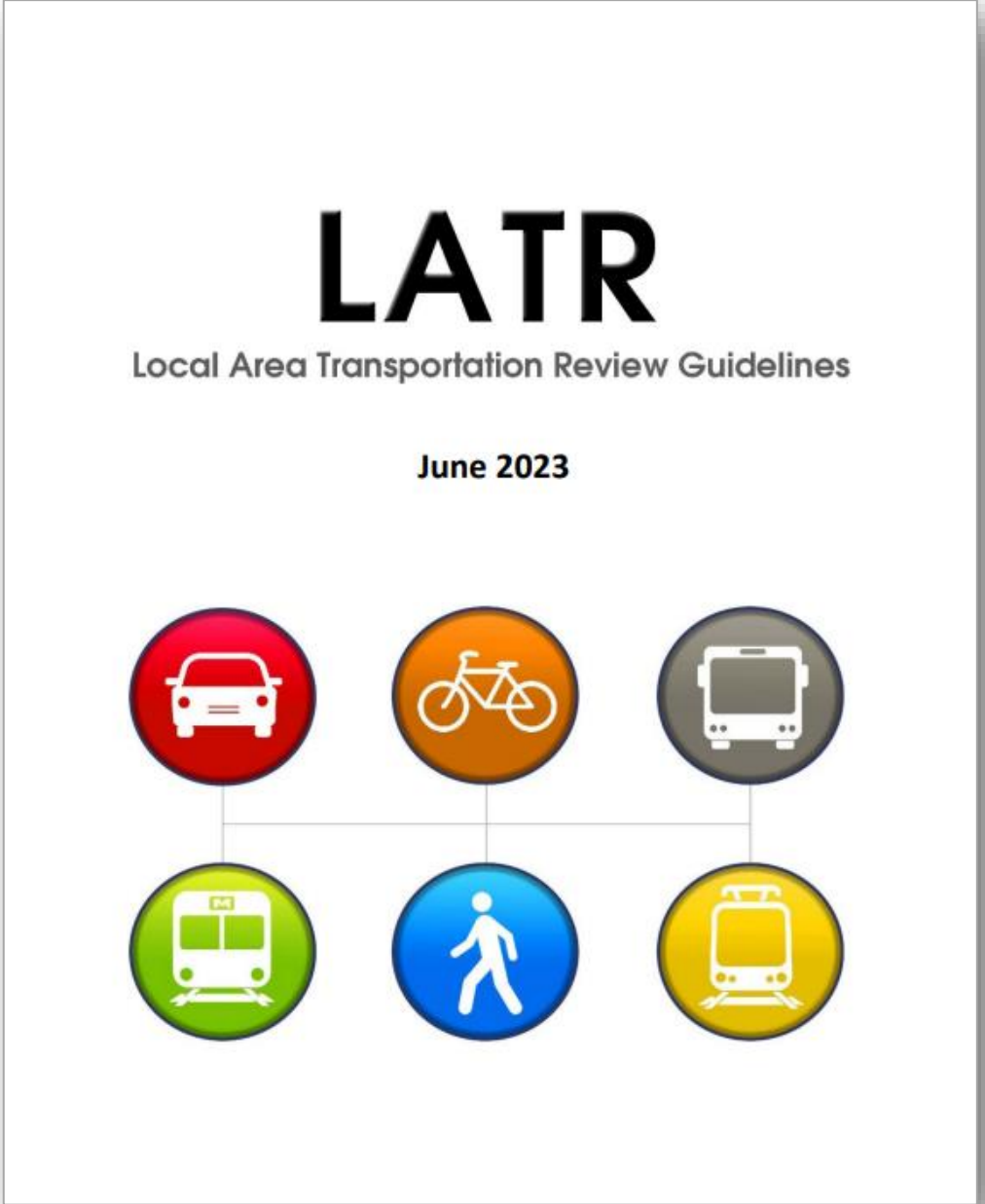
MCDOT neither supports nor opposes this recommendation. MCDOT seeks to partner with Planning Staff on the revision.

- **[Staff Response]:** Planning Staff will partner with MCDOT and other stakeholders to revise the LATR Guidelines.

G. Reorganize and Update the LATR Guidelines

Recommendation 3.17

Reorganize and update the LATR Guidelines. The revised version will reduce duplicative and contradictory language, address frequently asked questions, and include example documents and directions for common challenges.



H. Stakeholder Coordination

Recommendation 3.18

Continue to work with SHA and State Delegates to codify SHA review times. Clarify mutual expectations in the development review process, particularly for projects in Red policy areas, where motor vehicle analysis and mitigation are not a county priority.



Testimony

MCDOT neither supports nor opposes this recommendation .

SHA says we'll continue to work together to find solutions that meet all needs.

NAIOP, MBIA, and The Miles Group support the recommendation for the 30-day SHA review timeline and desire to have mutual expectations in the development review process.

- **Staff Response:** Del. Lesley Lopez introduced a bill (HB1309) that would require the 30-day timeline for SHA. However, the bill did not make it out of the House during the 2024 legislative session.

H. Stakeholder Coordination

Recommendation 3.18

Continue to work with SHA and State Delegates to codify SHA review times. Clarify mutual expectations in the development review process, particularly for projects in Red policy areas, where motor vehicle analysis and mitigation are not a county priority.



Additional Testimony

Marc Elrich, County Executive, says “the Growth Policy has diverged from the APFO, reducing the County's ability to finance essential ... facilities for both existing and new residents... [Transfers] funding responsibilities from developers to the County, potentially hindering the County's ability to finance necessary infrastructure projects.”

- **Staff Response:** APFO addresses local impacts with constructed or paid for improvements - not intended to provide funding for the CIP or to finance existing needs.
- Reducing the transportation requirements incentivizes new development, which may provide both frontage and off-site improvements.
- Exemptions balance the needs for infrastructure and housing.
- Supportive of the County Executive's efforts to convene a larger discussion about infrastructure funding and welcome the opportunity to participate.

Additional Testimony

Joseph Moges, Maryland SHA, acknowledges the "excellent, open and honest communication" between SHA, Planning Staff, and the development community through the GIP Transportation Advisory Group (TAG). SHA is updating its TIS Guidelines and asks for continued to engagement and collaboration.

Next Steps

Upcoming Planning Board Work Sessions

- **Planning Board Work Sessions:**
 - ~~May 30~~ – Work Session #1 (Schools)
 - ~~June 6~~ – Work Session #2 (Transportation)
 - **June 13** – Work Session #3 (Transportation, Impact Taxes)
 - **June 20** – Work Session #4 (Impact Taxes)
 - **June 27** Work Session #5 (If necessary)
 - **July 18** – Work Session #6 (Track Changes/ Final Edits)
 - **July 24** – Planning Board approval of Planning Board Draft and Resolution
- **Transmittal of the Planning Board Draft to the County Council:**
 - **August 1**



Thank you!

Montgomery County Planning Department

Website: montgomeryplanning.org

X/Twitter: @montgomeryplans

Facebook: Facebook.com/montgomeryplanning

Instagram: @montgomeryplanning

Growth and Infrastructure Policy:

<https://montgomeryplanning.org/gip/>

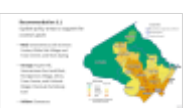
Darcy Buckley, Project Manager,
Montgomery County Planning Department
Darcy.Buckley@montgomeryplanning.org
301-495-4514

Lisa Govoni, Project Manager,
Montgomery County Planning Department
Lisa.Govoni@montgomeryplanning.org
301-650-5624

Net New Peak-Hour Trips		Pedestrian Level of Comfort (PLOC) and Illuminance			ADA Compliance			Bicycle			Transit	
Current	Proposed	Current		Proposed	Current		Proposed	Current		Proposed	Current	Proposed
Person Trips	Motor Vehicle Trips	Red & Orange	Yellow & Green	All Policy Areas	Red & Orange	Yellow & Green	All Policy Areas	Red & Orange	Yellow & Green	All Policy Areas	Red, Orange & Yellow	All Policy Areas
50 – 99	30–64	400'	250'	250'	200'	125'	125'	400'	250'	400'	500'	500'
100 – 199	65–124	750'	400'	400'	375'	200'	200'	750'	400'	750'	1,000'	1000'
200 – 349	125–224	900'	500'	500'	450'	250'	250'	900'	500'	900'	1,300'	1300'
350 +	225 +	1,000'	600'	600'	500'	300'	300'	1,000'	600'	1000'	1,500'	1500'



Building Type	Red Policy Areas (Metro Stations)	Orange Policy Areas	Yellow Policy Areas	Green Policy Areas
Residential Uses				
Single-Family Detached (per unit)	\$8,835	\$22,084	\$27,605	\$27,605
Single-Family Attached (per unit)	\$7,228	\$18,069	\$22,587	\$22,587
Multifamily Low Rise (per unit)	\$5,620	\$14,051	\$17,563	\$17,563
Multifamily High Rise (per unit)	\$4,014	\$10,036	\$12,545	\$12,545
Senior Residential (per unit)	\$1,605	\$4,015	\$5,018	\$5,018
Student-Built Houses (per unit)	\$0	\$0	\$0	\$0
Commercial Uses				
Office (per sq. ft. GFA)	\$8.05	\$20.20	\$25.25	\$25.25
Industrial (per sq. ft. GFA)	\$4.05	\$10.00	\$12.65	\$12.65
Bioscience facility (per sq. ft. GFA)	\$0.00	\$0.00	\$0.00	\$0.00
Retail (per sq. ft. GFA)	\$7.15	\$18.00	\$22.50	\$22.50
Place of worship (per sq. ft. GFA)	\$0.00	\$0.00	\$0.00	\$0.00
Clergy House (per unit)	\$0.00	\$0.00	\$0.00	\$0.00
Private elementary and secondary school (per sq. ft. GFA)	\$0.65	\$1.65	\$2.10	\$2.10
Hospital (per sq. ft. GFA)	\$0.00	\$0.00	\$0.00	\$0.00
Charitable, Philanthropic Institution (per sq. ft. GFA)	\$0.00	\$0.00	\$0.00	\$0.00
Other nonresidential (per sq. ft. GFA)	\$4.05	\$10.00	\$12.65	\$12.65
Agricultural Facility	\$0.00	\$0.00	\$0.00	\$0.00



Index of Recommendations

Transportation Element

<u>3.1</u>	Update policy area classifications and boundaries
<u>3.2</u>	Require a LATR study for any proposed development generating 30 or more peak-hour motor vehicle trips.
<u>3.3</u>	Update the LATR intersection delay standards.
<u>3.4</u>	Establish a Non-Motor Vehicle Adequacy Test.
<u>3.5</u>	Modify the non-motor vehicle adequacy test requirements.
<u>3.6</u>	Refine the Vision Zero Statement to focus on managing speed for safety.

Index of Recommendations

Transportation Element

<u>3.7</u>	Remove the reference to the Safe Systems Adequacy Test.
<u>3.8</u>	Develop a vehicle trip-based Proportionality Guide calculation that better accounts for impacts.
<u>3.9</u>	Allow all fee-in-lieu funds to be spent in both the subject policy area and adjacent policy areas.
<u>3.10</u>	Allow fee-in-lieu funds collected for non-motor vehicle deficiencies to be used for any non-motor vehicle improvement within the subject policy area or an adjacent policy area.
<u>3.11</u>	Expand the current off-site mitigation exemption for affordable housing units, which currently only includes mitigation payments, to include constructed improvements.
<u>3.12</u>	Exempt multi-family units with three or more bedrooms from off-site mitigation construction and payment.

Index of Recommendations

Transportation Element

<u>3.13</u>	Exempt daycares from the requirement to complete an LATR study.
<u>3.14</u>	Extend the Bioscience LATR exemption for another four years.
<u>3.15</u>	Update the NADMS goals to reflect recently adopted master plans. Establish NADMS goals for new policy areas and other areas without goals.
<u>3.16</u>	Revise the policy to reflect updated county plans, policies, laws, regulations, and guidance.
<u>3.17</u>	Reorganize and update the LATR Guidelines.
<u>3.18</u>	Continue to work with SHA and State Delegates to codify SHA review times and clarify mutual expectations for stakeholders in the development review process.