



Montgomery Planning | Countywide Planning and Policy Division

06/20/2024
Agenda Item 5

2024 Growth and Infrastructure Policy

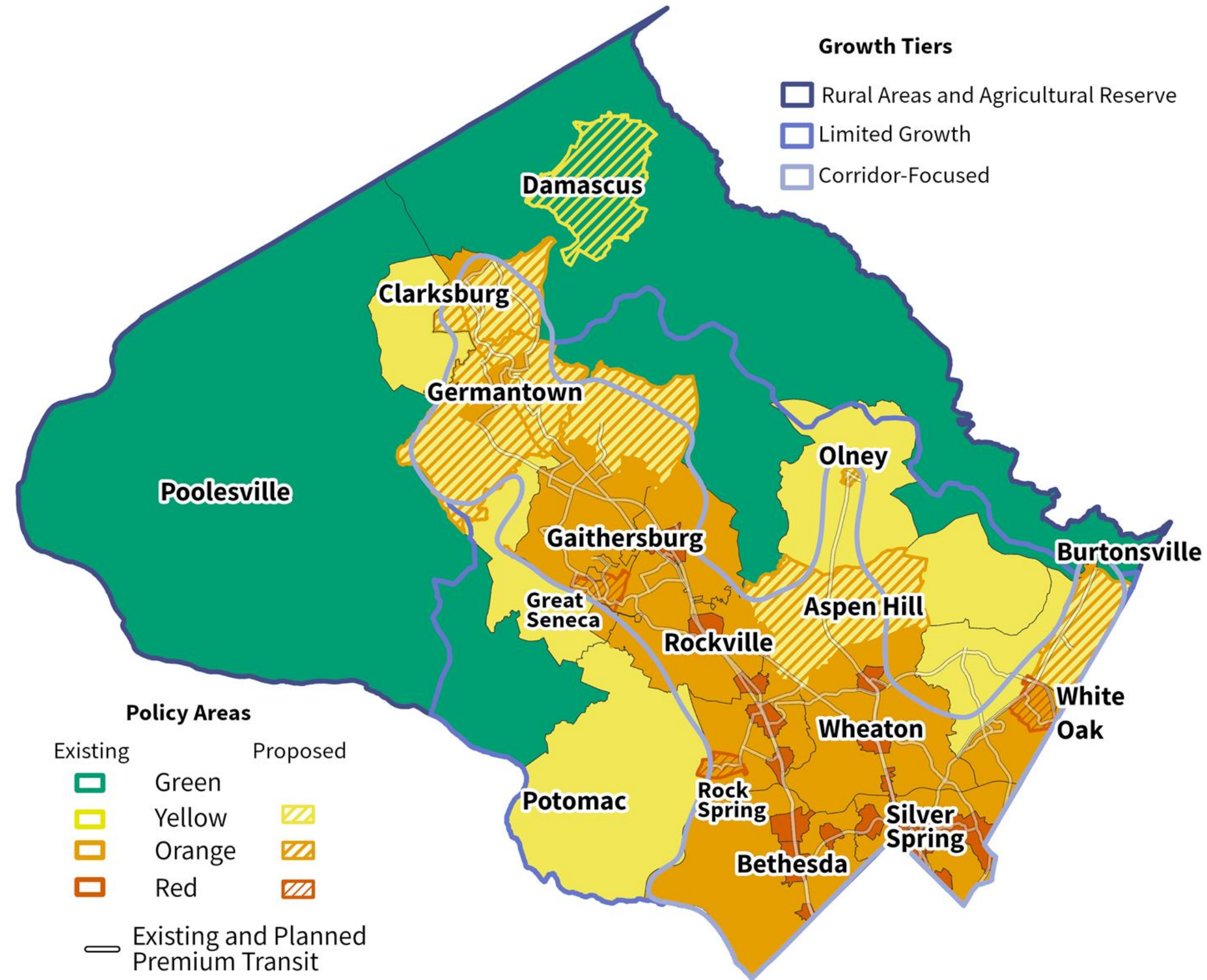
Work Session #4 – Outstanding Topics for Transportation



Transportation Outstanding Topics

A. Transportation Policy Areas

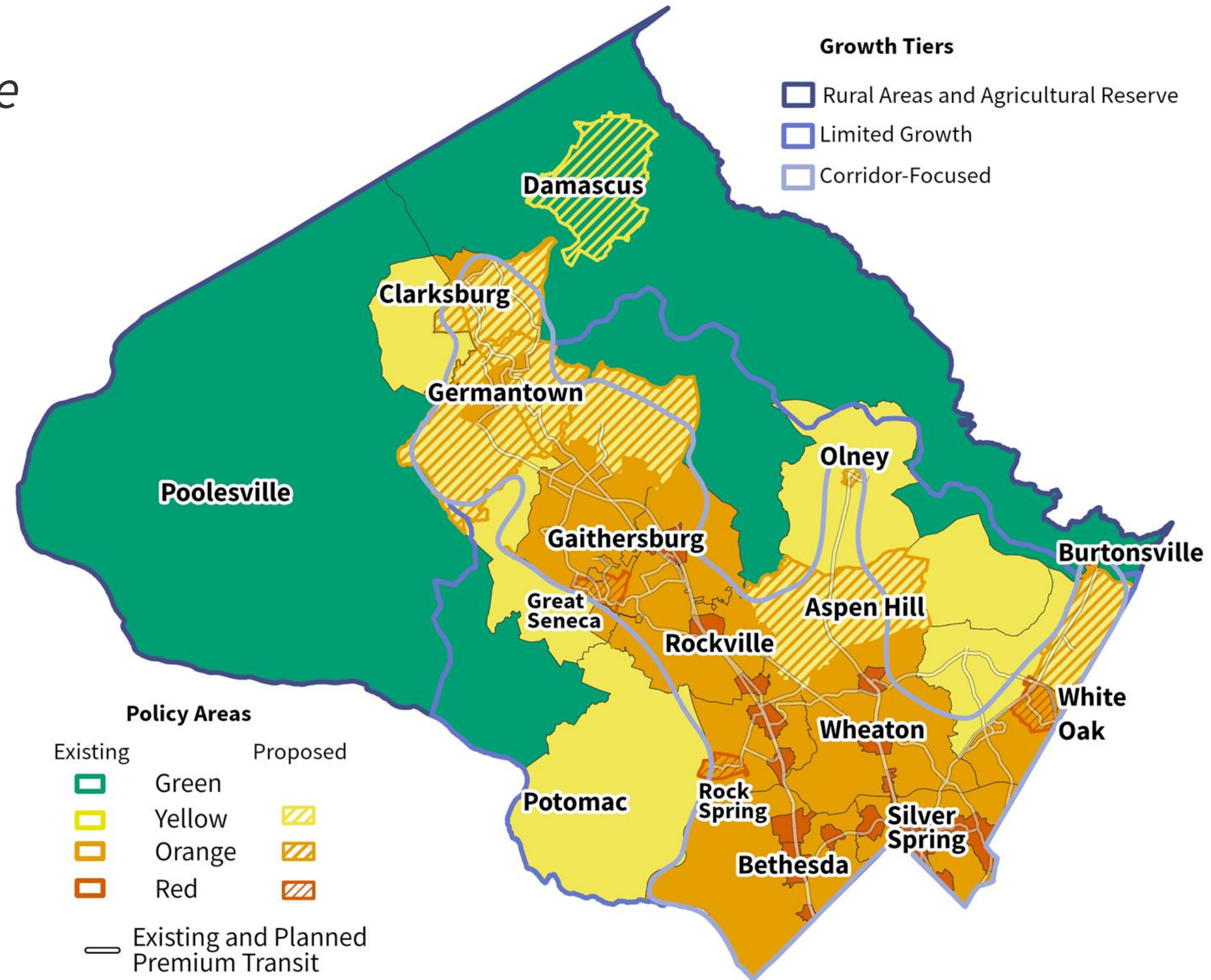
- **Red** – Downtowns with current or master planned high-density development and premium transit service (e.g., Metrorail, Purple Line, BRT).
- **Orange** – Town centers and corridor-focused growth areas with planned premium transit.
- **Yellow** – Lower-density areas residential neighborhoods with 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, Rock Spring, and **Downtown** White Oak Village and Center
- **Orange:** Aspen Hill, Germantown East and West, Montgomery Village, Olney Town Center, and Fairland-Briggs Chaney & Clarksburg East
- **Yellow:** Damascus



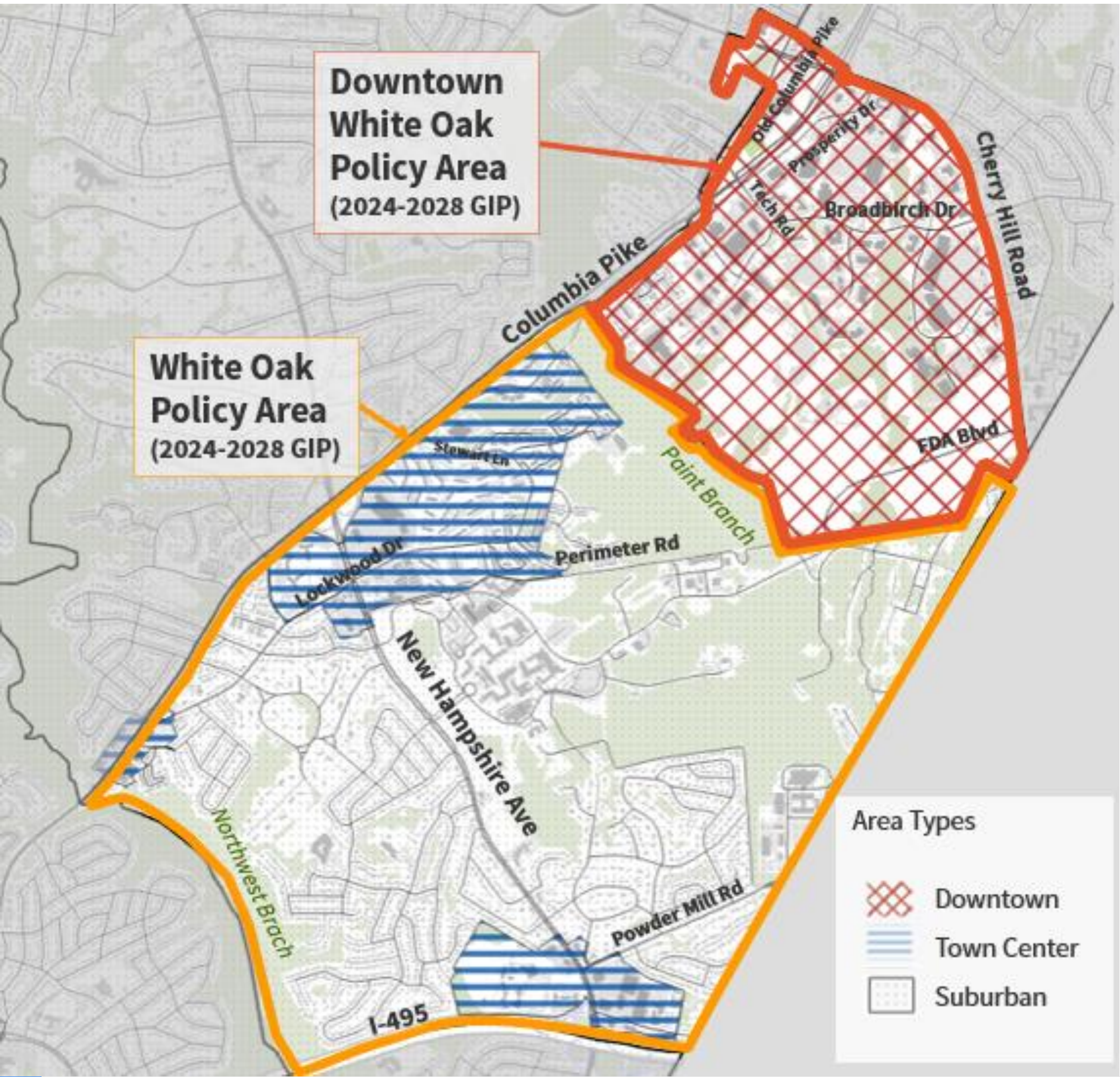
Planning Board Comments

- During the work session on June 6, 2024, the Planning Board expressed support for the proposed policy area designations but asked Planning Staff to revisit the topic with detailed maps of the White Oak area with labeled streets.

White Oak



White Oak Complete Streets Area Types



Planning Staff Recommendation

- Support the designations shown in the Public Hearing Draft.
- Use “Downtown White Oak” for the policy area currently referred to as White Oak Village and Center in the Public Hearing Draft.

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.



Planning Board Comments

- During the Planning Board work session on June 6, 2024, the Planning Board supported the recommendation, but asked Planning Staff to explore the option of including language prioritizing using collected fees in an Equity Focus Areas (EFAs).

Planning Staff Recommendation

- While Planning Staff appreciates the desire to spend funds in EFAs, the best way to do this is by programming and funding projects in EFAs through the capital budget process.
- This recommendation provides MCDOT with flexibility to use small mitigation payments more effectively and adding new restrictions on the use of these funds may be counterproductive.
- Planning Staff recommends supporting the recommendation as it appears in the Public Hearing Draft GIP, and adding language to the report that discusses the importance of having appropriate capital projects in EFAs that can receive funds from mitigation payments.

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.



Planning Board Comments

- During the Planning Board work session on June 6, 2024, the Planning Board supported the recommendation as it appeared in the Public Hearing Draft.
- The Board asked Planning Staff to revisit the topic with more information and recommendations on the options provided through public testimony to further expand the exemption.

Planning Staff Response

Multiple options to further exempt projects with affordable housing were presented in testimony:

- 1. For each deeply affordable unit (at 50% AMI or less), exempt one market rate unit.*
- 2. Exempt all units (both affordable and market rate) for projects with a minimum of 25-50% affordable units.*
- 3. Exempt Mixed-Income Housing Community projects (both affordable and market rate units) from LATR requirements.*

Mixed-Income Housing Community

- Created in 2023 through ZTA 23-02 to incentivize the development of affordable and deeply affordable housing.
- Combines a high percentage of affordable housing (30-50%) with deeper levels of affordability (30-60% AMI), creating housing that is affordable to more people with lower incomes.
- Minimum 150,000+ sf new residential multi-family that meets specified affordability thresholds.
- Expedited review and approval process.

Planning Staff Response

- While Planning Staff generally supports exempting the affordable housing component of projects from LATR construction and payment at a one-to-one ratio, the unique nature of Mixed-Income Housing Community projects makes them a good candidate for a full LATR exemption.
- Planning Staff recommends supporting Proposal #3 which would exempt Mixed-Income Housing Community projects from LATR requirements.

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.



Background

- The main purpose of this recommendation is to include NADMS goals that were inadvertently left out of the 2020 GIP update and to establish goals for new policy areas.
- The 2020 GIP update process developed NADMS goals for areas without them by adding 5% to the existing NADMS compiled from the American Community Survey, 2019 5-year estimates.
- Considering the Covid pandemic's impact on travel trends, Planning Staff used the same data set for this update rather than relying on more recent 5-year data. The 2028 GIP update process should include a more thorough review and potential overhaul of NADMS goals.

Background

- MCDOT testified that it supports the establishment of NADMS goals for new policy areas. It also requested more information on the calculations.
- Planning Staff reviewed the goals and calculations with MCDOT on June 12, 2024.
- MCDOT expressed support for the goals and the recommendation to revisit all goals during the next update.

Master Plan Updates to NADMS Goals

Policy Area	2020–2024 GIP	2024–2028 GIP
Fairland/ Briggs Chaney	27% (Fairland/ Colesville)	27%
Silver Spring CBD	50% for employees in TMD	65%
Shady Grove	<ul style="list-style-type: none"> • 35% transit ridership for residents in TMD • 25% transit ridership for residents elsewhere • 12.5% transit ridership for employees 	<ul style="list-style-type: none"> • 50% for residents and 20% for employees in TMD • 39% blended elsewhere

NADMS Goals for New Policy Areas

Policy Area	2020–2024 GIP	2024–2028 GIP
Clarksburg East	25% (Clarksburg)	26%
Clarksburg West	25% (Clarksburg)	18%
Colesville	27% (Fairland/ Colesville)	27%
Olney Town Center	22% (Olney)	23%

NADMS Goals for Areas without Goals

Policy Area	2020–2024 GIP	2024–2028 GIP
Damascus	-	19%
Montgomery Village/Airpark	-	30%
North Bethesda (Elsewhere)	-	42%
Great Seneca Communities R&D Village (Elsewhere)	-	28%
Rural East	-	26%
Rural West	-	27%

Planning Staff Response

- Planning Staff recommends supporting the goals as shown in the Public Hearing Draft.
- Planning staff also suggests adding the language to the report explaining the methodology and proposing a more thorough review and potential overhaul of NADMS goals as part of the 2028 GIP update process.

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 (Impact Taxes)
- ~~June 20~~ – Work Session #4 (Outstanding Topics for Transportation and Schools)
- **June 27** Work Session #5 (Outstanding Topics)
- **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

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Growth and Infrastructure Policy:

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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.

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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.

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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.

NADMS

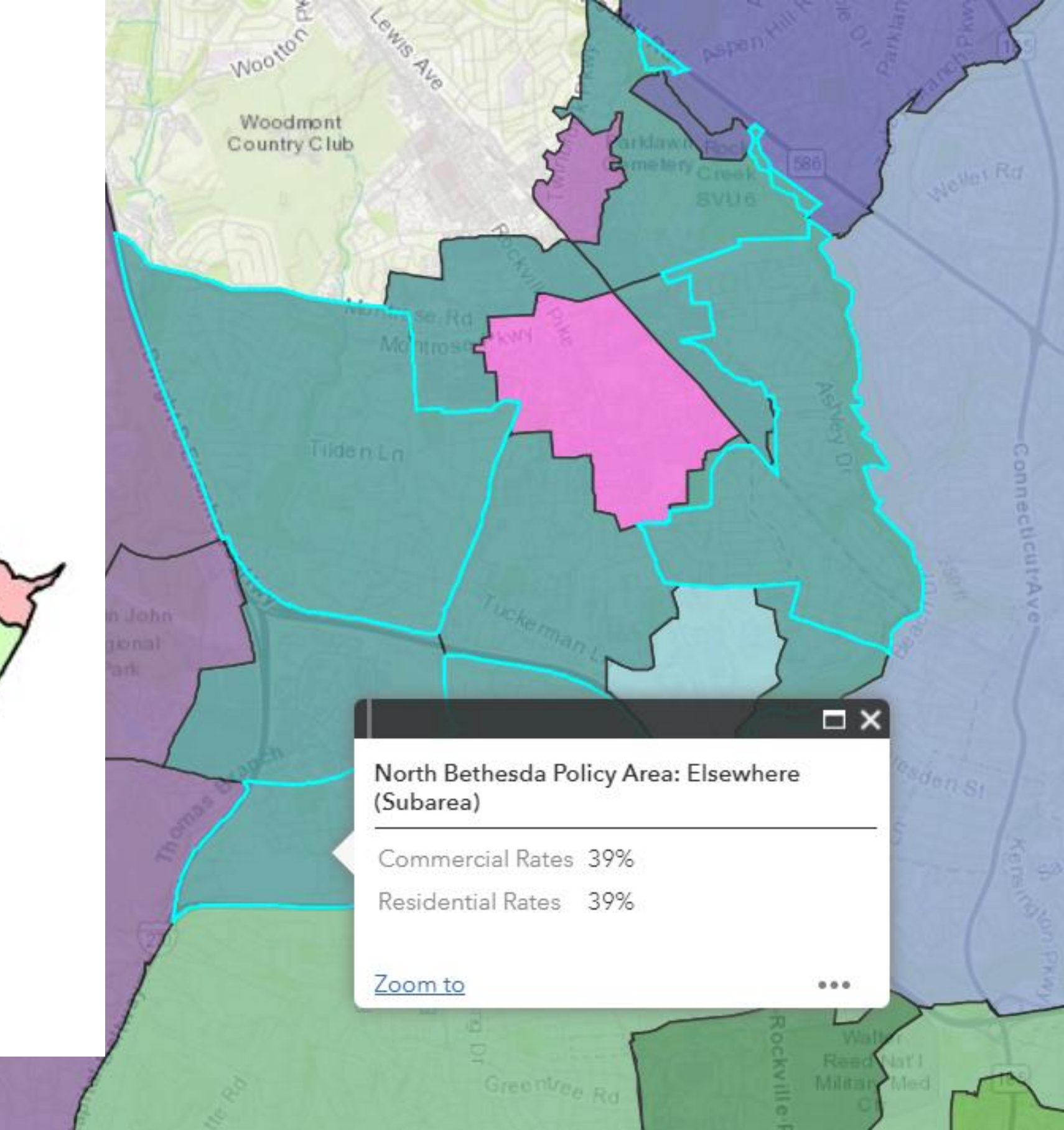
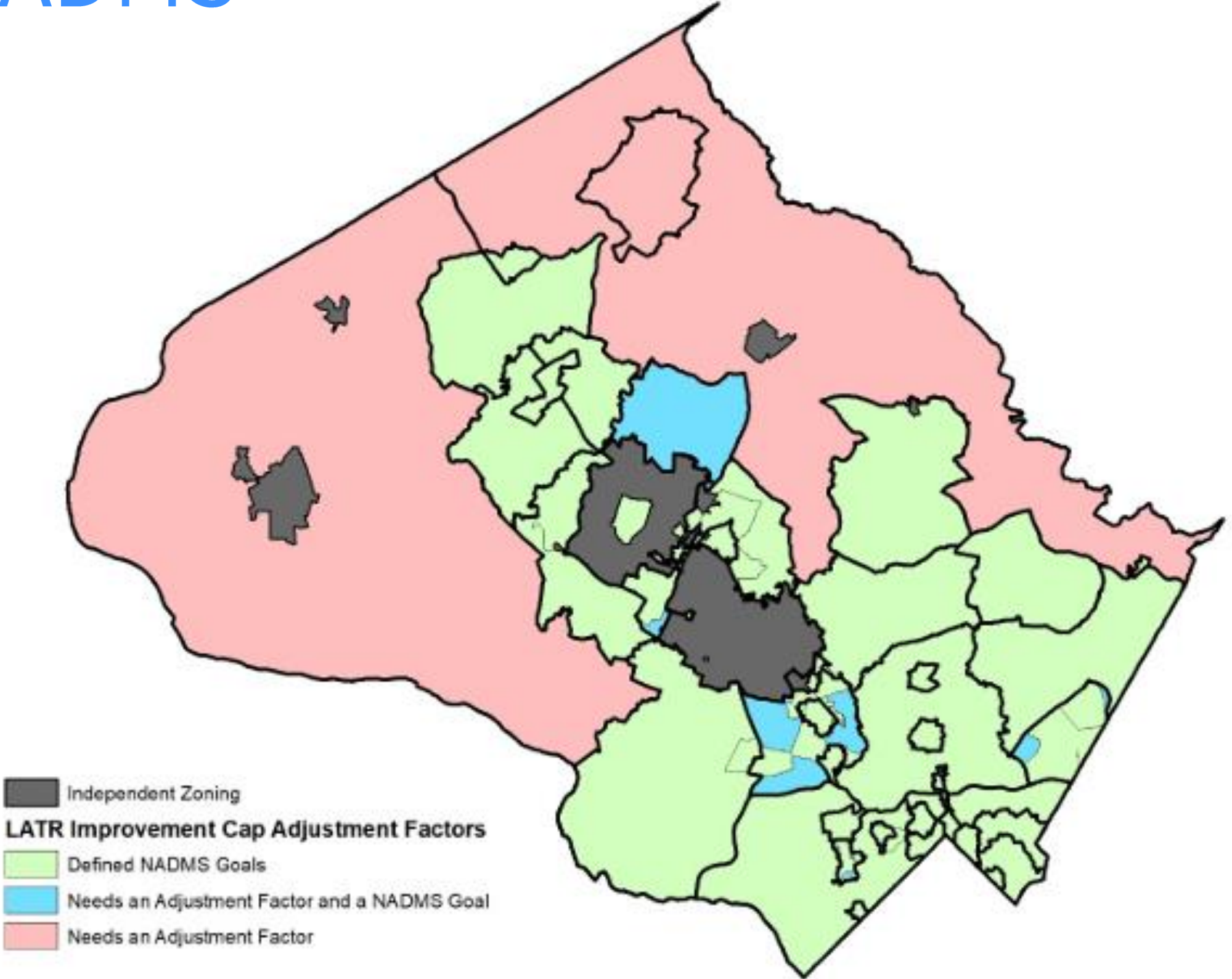


Table T5. Non-Auto Mode Share (NADMS) Goals

Policy Area	NADMS Goal(s) at Buildout (Residents and employees blended, unless otherwise noted)
Aspen Hill	35%
Bethesda Central Business District (CBD)	55%
Bethesda/Chevy Chase	
• Chevy Chase Lake MP Area	49% for residents and 36% for employees
• Elsewhere	41%
Burtonsville Town Center	25%
Chevy Chase Lake	49% for residents and 36% for employees
Clarksburg East	26%
Clarksburg Town Center	25%
Clarksburg West	18%
Cloverly	23%
Colesville	27%
Damascus	19%
Derwood	
• Great Seneca Science Corridor MP Area	18% for employees (Stage 2) 23% for employees (Stage 3) 28% for employees (Stage 4)
• Elsewhere	39%
Fairland/Briggs Chaney	
• Fairland Briggs Chaney MP	30%
• Elsewhere	27%
Forest Glen	48% for residents and 25% for employees
Friendship Heights	39%
Gaithersburg	
• City of Gaithersburg	N/A
• Great Seneca Science Corridor MP Area	18% for employees (Stage 2) 23% for employees (Stage 3) 28% for employees (Stage 4)
Germantown East	28%
Germantown Town Center	28%
Germantown West	27%
Glenmont	35%

Great Seneca Life Science Center	
• Great Seneca Science Corridor MP Area	18% for employees (Stage 2) 23% for employees (Stage 3) 28% for employees (Stage 4)
Great Seneca Communities	28%
Grosvenor	50%
Kensington/Wheaton	40%
Lyttonsville	50%
Medical Center	41%
Montgomery Village/Airpark	30%
North Bethesda	
• North Bethesda TMD	30% for residents and 39% for employees
• White Flint 2 MP (east of tracks)	42% for residents and 50% for employees
• White Flint 2 MP (west of tracks)	51% for residents and 50% for employees
• Elsewhere	42%
North Bethesda Metro Station	51%
North Potomac	27%
Olney	22%
Olney Town Center	23%
Potomac	29%
Purple Line East	
• Greater Lyttonsville Sector Plan Area	50%
• Silver Spring TMD	65%
• Elsewhere	50%
Rock Spring	41% for residents and 23% for employees
Rockville City	N/A
Rockville Town Center	N/A
Rural East	26%
Rural West	27%
Shady Grove	
• Shady Grove TMD	50% for residents and 20% for employees
• Elsewhere	39%
Silver Spring CBD	65%
• Silver Spring TMD	65%
• Elsewhere	48%
Takoma	48%
Twinbrook	45%
Wheaton CBD	30%
White Oak	25%
White Oak Village & Center	30%
Woodside	50%