



Proposed Amendment to LATR/PAMR Guidelines for Determining PAMR Credits for Developments in CBD

- Cherian Eapen, Planner/Coordinator, Cherian.Eapen@montgomeryplanning.org, 301-495-4539
- Ed Axler, Planner/Coordinator, Ed.Axler@montgomeryplanning.org, 301-495-4536
- Mary Dolan, Acting Chief, Mary.Dolan@montgomeryplanning.org, 301-495-4552
- Rose Krasnow, Chief, Rose.Krasnow@montgomeryplanning.org, 301-495-4591

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Description

At the request of the Planning Board, staff has reviewed the concept behind the current “CBD trip credit” policy that has been applied when calculating an applicants’ trip mitigation requirement under the Policy Area Mobility Review (PAMR) test for projects in the Bethesda and Silver Spring CBDs. Although a specific methodology for applying such a CBD trip credit was adopted by the Planning Board in January 2008, it was never formally spelled out in the Local Area Transportation Review/Policy Area Mobility Review (LATR/PAMR) Guidelines. In some cases individual staff members have calculated the credit differently, with the difference primarily being whether the PAMR mitigation percentage was applied to the Countywide or CBD trips generated. Regardless, the CBD trip credit policy was applied to projects in a manner consistent with the overall policy of encouraging and incentivizing transit-oriented and transit-dependent developments in CBD areas in order to promote densities in CBDs greater than those in the larger policy areas in which they are located.

In practice, the current CBD trip credit methodology has either fully eliminated or substantially reduced the PAMR trip mitigation requirement for a majority of recent developments in the Bethesda and Silver Spring CBDs. The methodology appears logical, reasonable, and practical, and in all cases, provides substantial relief to the Subdivision Staging Policy required PAMR trip mitigation requirements for developments in CBD areas. However, the methodology occasionally resulted in outcomes that have been challenged by applicants. This staff report documents the current methodology as applied to developments in the Bethesda and Silver Spring CBDs and recommends that an alternative to the current methodology for calculating the CBD trip credit be not considered at this time since the Planning Board and the County Council will be reviewing and adopting the new Transportation Policy Area Review (TPAR) policy as a replacement for PAMR later this year.

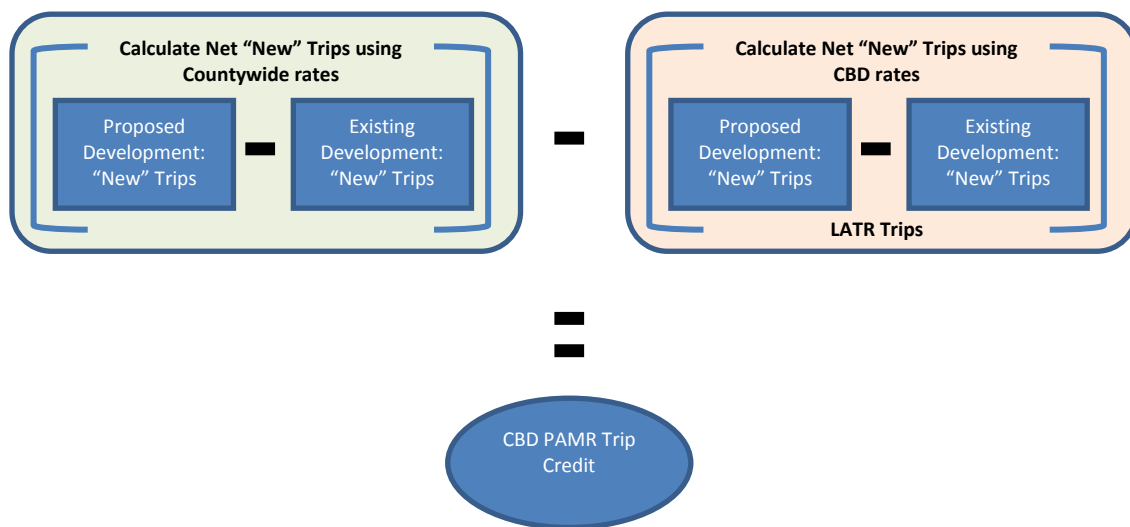
Summary

- Staff recommends that the PAMR CBD trip credit calculation methodology be added to the *Local Area Transportation Review and Policy Area Mobility Review Guidelines*.

Discussion

Currently, consistent with the general policy of encouraging and incentivizing transit-oriented and transit-dependent developments in CBD areas, developments located within CBDs are eligible to use a calculated trip credit toward their PAMR trip mitigation requirement stipulated by the Subdivision Staging Policy. As illustrated in Figure 1, this trip credit is equal to the difference between the trip generation estimate for a development using Countywide (i.e., non-CBD) trip generation rates and CBD trip generation rates. In principle, this credit can be considered equivalent to the reduction in trips that a CBD development is achieving given its close proximity to multiple non-auto transportation modes compared to a development outside the CBD where these options are limited.

Figure 1: Current PAMR CBD Trip Credit Calculation Methodology



Although a specific methodology for applying the CBD trip credit was adopted by the Planning Board in January 2008, individual staff members have calculated the credit differently, with the difference primarily being whether the PAMR mitigation percentage was applied to the Countywide or CBD trips generated. The miscalculation was mostly in calculating CBD PAMR trip credit in the Silver Spring CBD; however with the low (10%) PAMR trip mitigation requirement, the different approach did not affect the final outcome.

In practice, the current CBD trip credit methodology has either fully eliminated or substantially reduced the PAMR trip mitigation requirement for a majority of recent developments in the Bethesda and Silver Spring CBDs (See Table 1 Attachment). The PAMR CBD trip credit calculations shown in Table 1 use the methodology adopted by the Planning Board in January 2008.

It is noted that although the methodology used can be clearly explained in each instance, the results can be subject to interpretation depending on the trip generation rates used (M-NCPPC, ITE, observed driveway counts, etc.), whether the site is developed or undeveloped, whether the site has a high-density mix of uses or not, and so forth. This was demonstrated by a recent case (Bethesda Center, Preliminary Plan No. 120120070). The PAMR trip mitigation requirement is further complicated by the fact that the trip mitigation requirements for a policy area may change from year to year.

Even though these concerns will not be fully addressed at this time, staff recommends that the Planning Board retain the current methodology for calculating PAMR trip credits for CBD developments since the Planning Board and the County Council will be reviewing and adopting the new Transportation Policy Area Review (TPAR) policy as a replacement for PAMR later this year.

CE/MD/RK/k

CBD PAMR Procedures Staff Report.doc

TABLE 1 - PAMR CALCULATION EXAMPLES FOR CBD AREAS

No	Application Name	Trip Generation (Net "New")		Required PAMR Mitigation ^a	PAMR CBD Credit	Adjusted PAMR Mitigation
		Countywide A AM (PM)	CBD B AM (PM)	C = (A x PAMR%) AM (PM)	D = (A - B) AM (PM)	E = (C - D) AM (PM)
1	Woodmont 7200	293 (302)	171 (182)	73 (76)	122 (120)	0 (0)
2	8300 Wisconsin Ave ^b	179 (410)	116 (365)	45 (103)	63 (45)	0 (58)
3	Fenton Street	117 (221)	92 (132)	6 (11)	25 (89)	0 (0)
4	4900 Fairmont Ave	76 (63)	71 (56)	19 (16)	5 (7)	14 (9)
5a	Bethesda Center (with trip credit for existing use - site considered not vacant)	487 (413)	406 (380)	122 (103)	81 (33)	41 (70)
5b	Bethesda Center (without trip credit for existing use - site considered vacant)	591 (605)	441 (471)	148 (151)	150 (134)	0 (17)
5c	Bethesda Center - <u>As Approved</u> (with trip credit for existing use - site considered not vacant)	487 (413)	406 (380)	102 (95) ^c	81 (33)	21 (62)

Notes:

^a Current Bethesda CBD PAMR% - 25%; Current Silver Spring CBD PAMR% - 5%

^b Density considered for trip generation purposes: 182 additional High-Rise Dwelling Units + 50,000 SF Grocery Store (198 High-Rise Dwelling Units currently approved for the site)

^c The PAMR mitigation requirement of 25% was applied to the CBD trip generation (Column A) rather than Countywide trip generation (Column B)