



MONTGOMERY COUNTY PLANNING BOARD
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

APPROVED
MINUTES

The Montgomery County Planning Board met in special session on Tuesday, June 28, 2016, at 10:05 a.m. in the Montgomery Regional Office in Silver Spring, Maryland, and adjourned at 12:45 p.m.

Present were Chair Casey Anderson, Vice Chair Marye Wells-Harley, and Commissioners Norman Dreyfuss and Natali Fani-González. Commissioner Amy Presley was necessarily absent.

Item 1, a worksession for the Public Hearing Draft of the 2016 Subdivision Staging Policy, is reported on the attached agenda.

There being no further business, the meeting was adjourned at 12:45 p.m. The next regular meeting of the Planning Board will be held on Thursday, June 30, 2016, in the Montgomery Regional Office in Silver Spring, Maryland.

M. Clara Moise
Sr. Technical Writer/Editor

Montgomery County Planning Board Meeting
Tuesday, June 28, 2016
8787 Georgia Avenue
Silver Spring, MD 20910-3760
301-495-4600

1. Worksession #4 on Public Hearing Draft of the 2016 Subdivision Staging Policy

Staff Recommendation: Briefing and Discussion

BOARD ACTION

Motion:

Vote:

Yea:

Nay:

Other:

Action: Received briefing followed by discussion.

Planning Department staff and Mr. Dan Hardy, traffic consultant from Renaissance Planning Group, offered a multi-media presentation and continued discussion of the public hearing draft of the 2016 Subdivision Staging Policy (SSP), specifically the Policy Area Transportation Test and the Transportation Impact Tax. Staff noted that the recommendation is to adopt a new Policy Area Transportation Test based on transit accessibility, which includes the roadway adequacy test with a minimum level of Service (LOS) of 40 percent, and the transit adequacy test with minimum levels of span of service and coverage, and maximum headway for local bus service. Currently, all urban policy areas are adequate for roadway LOS with the exception of White Oak and Bethesda-Chevy Chase. Within the urban policy areas all Metro Station Policy Areas (MSPAs) are exempt from the Transit Adequacy Test and so are the rural areas. If either the Roadway or Transit Test is inadequate, mitigation will equal 25 percent of the applicable impact tax. The proportion of transit accessibility that can be achieved within the next 15 years based on land use changes and the implementation of transit facilities is within this timeframe.

Staff then discussed the various variations of the transit accessibility test and noted that if transit accessibility measured in 2025 is at least 40 percent of the 2040 transit accessibility, the policy area is adequate with respect to its transit accessibility goal. If it is less, the policy area is inadequate and

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1. Workssion #4 on Public Hearing Draft of the 2016 Subdivision Staging Policy

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mitigation is required. Staff also discussed transit accessibility results compared to the Transportation Policy Area Review (TPAR) and the Transit Adequacy Test for all policy areas. The proposed Transit Accessibility metric is intended to provide a relative comparison among policy areas as to how each is progressing toward attaining its own unique threshold for accessibility as reflected by planned land use and transit system improvements. Transit Accessibility combines walkable access to transit with transit access to regional destinations so that both “access to and on transit” elements of a trip are considered. The SSP Public Hearing Draft includes a framework for more detailed review of the road network in a congested area than exists under the current SSP. The Transit Accessibility test incorporates a job accessibility via transit metric that measures adequacy in terms of progress toward transit accessibility goals based on those transit system assumptions that are funded. Staff further added that the SSP Public Hearing Draft reflects an approach that is consistent with views of some in the community as expressed at various community meetings; is responsive to many concerns heard at the Infrastructure and Growth Forum held in March 2015; is sensitive to new initiatives nationwide that examine how best to measure adequacy for all users; is reflective of some of the overarching objectives identified through the Transportation Impact Study Technical Working Group process; and is responsive to the Planning Board’s request to look beyond LOS for new approaches during this SSP review.

Staff added that the exclusion of TPAR as a regulatory tool in the 2016 Draft SSP is largely in response to its limitations with respect to the evaluation of transportation adequacy benefits of premium transit service. None of the existing funding sources, i.e., Countywide Transportation Impact Tax, Special District Tax, TPAR exactions, or Policy Area Mobility Review (PAMR) exactions, have at this point contributed a significant percentage of the funds required to support expansion projects in the Capital Improvements Program (CIP). Staff recommended that Transportation Impact Taxes be updated using current CIP projects and that rates be adjusted based on estimates of current Vehicle Miles of Travel (VMT) for trips to work, which is a readily available and relevant measurement to use in establishing Policy Area specific rates for residential developments. A similar and complimentary metric for commercial development is the non-auto driver move share for trips to work.

Mr. Gary Erenrich, Acting Deputy Director for Transportation Policy at Montgomery County Department of Transportation (MCDOT) offered comments and answered questions from the Board.

Staff noted that at the Planning Board meeting of Thursday, July 21, staff will request the Planning Board’s approval to transmit the Draft SSP to the County Council.

There followed extensive Board discussion with questions to staff and Mr. Hardy, and the Board instructed staff to incorporate in the draft SSP the comments and recommendations discussed at the meeting.