

I-3 TRIP REDUCTION *G u i d e l i n e s*

GUIDELINES OF THE MONTGOMERY COUNTY PLANNING BOARD FOR THE DETERMINATION OF PERFORMANCE GOALS IN ACCORDANCE WITH THE I-3 ZONE TRIP REDUCTION REQUIREMENTS

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MONTGOMERY COUNTY PLANNING DEPARTMENT
8787 Georgia Avenue, Silver Spring, Maryland, 20910-3760

Approved by:
THE MONTGOMERY COUNTY PLANNING BOARD

September 11, 1992

I. APPROVED GUIDELINE

The Planning Board may approve a site plan for property in an I-3 Zone if the applicant implements a trip reduction program that, through both design and non-design traffic mitigation measures, achieves and maintains a trip reduction goal as determined by the Planning Board. In determining the appropriate trip reduction goal the Planning Board shall utilize the following criteria:

- A. In general, the applicant shall reduce the site's peak-hour trip generation by ten percent below the standard trip generation, as documented by traffic studies for the proposed project previously accepted by the Planning Board and staff, by developing a trip reduction program designed to reduce site-generated dependence on single-occupant automobiles. The program must be approved by the Planning Board and be evidenced by a fully executed, enforceable agreement consistent with the Zoning Ordinance, Subdivision Regulations, and these guidelines.
- B. The applicant shall show that the trip reduction is directly caused by the proposed mitigation measures set forth in the trip reduction program and that the actual use of alternative modes of transportation is over and above normal levels of anticipated usage for similar land uses at comparable locations.
- C. The Planning Board may reduce the expected traffic reduction goal of ten percent by various increments if the applicant demonstrates and the Board finds that certain mitigating factors are present. These mitigating factors may include some or all of the following:
 1. the project's extensive physical design measures which enhance the use of alternative modes of transportation;
 2. the project's unusual land-use composition that is clearly not conducive to the use of alternative modes of transportation;
 3. the extent of public transit services available to serve the project.

When considering such mitigating factors, the Planning Board shall not approve a trip reduction goal that falls below the following values, related to the site's geographic location:

LOCATION OF SITE

TRAFFIC MITIGATION GOAL FLOOR

(Based on Standards of Transportation Service in Adopted Annual Growth Policy)

(Percentage reduction below standard peak-hour trip generation)

Group I	4%
Group II	6%
Group III	8%
Group IV and above	10%

D. The Planning Board may agree to accept the no-cost conveyance of a capital contribution (land or facility) by the applicant of an I-3 project which the public sector determines is needed to accommodate public transit intended to serve the proposed project in whole or part. Such a contribution may be credited against the required trip reduction goal, in whole or part, depending upon the importance of the public policy concerns, as well as the nature and extent of the capital contribution. In the event that the applicant receives compensation, including the ability to transfer density, for an applicant's capital contributions or the contributions are otherwise required by operation of the Adequate Public Facilities Ordinance, a master plan, or zoning regulations, then no credits toward the goal shall accrue from such contributions.

E. If the original bases for the credits no longer exist at a later date, and/or the site's transportation service group changes, the Planning Board may revise the goal for the site.

II. DISCUSSION

In the course of Planning Board preliminary plan or site plan review for proposed development of property located in the I-3 zone, the Planning Board must make a finding that the project's peak-hour vehicle trip-generation rate, as documented by an accepted traffic study for the project, is expected to be reduced generally to ten percent below the County's standard trip rates.

This reduction will be stated as a trip reduction goal which must be achieved by operation of a trip reduction program for employees of the project, to be memorialized by an enforceable agreement. The purpose of the program is to decrease single-occupant automobile trips by way of certain measures that will also achieve a trip goal as determined by the Planning Board.

Recent amendments to the I-3 Zone enable the Planning Board to vary the trip reduction goal at a rate less than the ten percent standard on a case by case basis, if the Board determines that a lower trip reduction is warranted due to peculiar facts and circumstances.

In considering a trip reduction goal for projects, the Planning Board strives to treat like projects similarly. This necessitates the need to promulgate uniform standards (ie. guidelines) for determining when and to what extent the goal to be achieved may be reduced below ten percent. These uniform standards should be sensitive to the varying opportunities for the project to achieve trip reduction, which in large measure is a function of the project's geographic location and the relative availability of public transit facilities.

The Planning Board instructed staff to prepare guidelines which would assist in the determination of the goal to be achieved by those involved in the process. Staff produced an initial draft set of guidelines that assigned particular goals ranging between 4% and 10% trip reductions, depending upon the geographic location of the property and its associated "Group Classification" under the Annual Growth Policy. For example, staff proposed that a project for property lying in a Group II area would be required to achieve a 6% trip reduction. These guidelines were brought to the Planning Board for public hearing on July 23, 1992.

The Planning Board, after reviewing and discussing the initially drafted guidelines, determined that it did not endorse staff's proposal for a blanket assignment of varying goals. Rather the Board instructed that an applicant should be held to a 10% reduction as an anticipated starting point and that the applicant may, on a case-by-case basis, convince the Board that some lesser reduction is in order based upon unique mitigating factors.

The foregoing guidelines reflect the Boards direction and offer guidance for evaluating mitigating factors that may support a claim for a reduced trip reduction goal.

The Planning Board takes the position that the goal for each project will be a ten percent trip reduction, unless an applicant can establish that a reduced goal is warranted and does not fall below a defined minimum goal "floor". The applicant bears the burden of establishing that the trip goal should be set at less

than ten percent, based upon the mitigating factors set forth in these guidelines or otherwise existing to compel a goal reduction. These guidelines are intended to assist applicants, staff and the Planning Board in determining the goal to be assigned to a particular program.

STATEMENT OF ADOPTION

On September 10, 1992, the Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission on a Motion by Commissioner Floreen, seconded by Commissioner Baptiste voted to adopt the within guidelines. Commissioners Floreen, Baptiste, Richardson, and Bauman voted in favor of the motion and Commissioner Aron voted against the motion. These guidelines were reviewed by the Planning Board in the course of its regular meeting on September 10, 1992, following a public hearing held by the Board on July 23, 1992.

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