

# Performance Monitoring in the Development Review Process

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# Overview

- Problems in Development Review
- Assessment of LOS
- What do we want to see from an Applicant
- What DDOT has done to address needs
- What we want from developers
- Performance Monitoring framework

# Problems in Development Review

- Lack of thoroughness in reporting to the agency
- Inadequate and inconsistent review by the agency
- High levels of proposed vehicle parking
- Poor access management proposed
- Lack of adherence to standards
- No formal scoping process
- Applicant reports focused on vehicle LOS

# LOS is not a great measure for DDOT

- LOS does not generally address the feel of delay
- City streets are often at least somewhat congested
- Only focuses on certain intersections and does not address system concerns
- Does not take into account person thru-put
- It does indicate that there may be a problem

# What we have done

- Initiated earlier contact with Applicants
- Focused on requested permitting or zoning action
- Scoping and analysis are sent to various programs within the agency
- Evaluate more thoroughly and more consistently
- Ask for performance monitoring

# Results

- Process is much more consistent
- Allowed for more freedom to pursue items we want to see
- Still has not lead to minimization of potential impacts for all sites

# Performance Monitoring

- For sites where we think the land use may generate more trips than projected
- For sites that project more trips than should be accommodated
- Requested performance thresholds for vehicle trip generation
- Added requirements for non-adherence

# Performance Monitoring Threshold

- Typically based on Applicant projections of vehicle trip generation
- For sites with large amounts of parking this does not work
- For these sites we attempt to set a threshold for what would amount to zoning minimum for parking

# Performance Monitoring Threshold

- We also attempt to use other studies to inform our Development Review process
- Study showed that our network in the area would be minimally functional
- Determined the level of trip generation assumed at the site level
- This became the monitoring threshold

# Performance Monitoring Reporting

- Count vehicle trips to the site
- Should be within 10%
- Successful monitoring for two consecutive years
- If unsuccessful monitoring:
  - After year one, add additional TDM
  - After year two, perform a study and add more TDM
  - Persistent problems could necessitate infrastructure

# Additional Efforts

- Research ongoing in:
  - Urban trip generation
  - Parking occupancy
  - Bikeshare demand