

INTRODUCTION

A. Background

County Code Section 50-35(k) (the Adequate Public Facilities Ordinance or APFO) directs the Montgomery County Planning Board to approve preliminary plans of subdivision or other approvals that require a finding of Adequate Public Facilities (APF) only after finding that public facilities will be adequate to serve the subdivision. This involves forecasting future travel demand from private development and comparing it to the capacity of existing and programmed public transportation facilities.

In accordance with the *FY 2007-09 Growth Policy* adopted by the County Council on November 13, 2007, subdivision applications are subject to two transportation tests called Local Area Transportation Review (LATR) and Policy Area Mobility Review (PAMR).

B. Policy Areas

The County is divided into traffic zones, which are grouped into policy areas (Map 1). The congestion standards for both LATR and the mitigation requirements for PAMR are established by the County Council, adopted in these Guidelines, and applied to policy areas.

C. Local Area Transportation Review and Policy Area Mobility Review Standards

The *Local Area Transportation Review and Policy Area Mobility Review Guidelines* are to be used by applicants in preparing reports to the Planning Board that determine the requirement for and the scope of a traffic study or review prepared by an applicant for APF review and mandatory referral cases brought before the Planning Board.

The Guidelines are also recognized as the standard for reports to the Board of Appeals and the Hearing Examiner for special exception and zoning cases.

The Guidelines may also apply to building permit review for cases requiring an APF finding without subdivision, though in limited cases (less than 12 months vacancy, no increase in square footage, fewer than 30 peak hour trips) the APF test may be approved administratively by staff.

On May 14, 2009, the Planning Board adopted new PAMR trip mitigation requirements that are effective for subdivision applications submitted after July 1, 2009. This document reflects their action.

The intent of the Guidelines is to establish criteria for determining if development can or cannot proceed. Pursuant to the Growth Policy, the Planning Board must not approve a subdivision if it finds that an unacceptable weekday peak-hour level of congestion will result after considering existing roads, programmed roads, available or programmed mass transportation, and physical improvements or trip mitigation measures to be provided by the applicant. If the subdivision will affect a nearby¹ intersection for which congestion is already unacceptable, then the subdivision may only be approved if it improves the situation to the degree described in these Guidelines.

Table 1
LATR Intersection Congestion Standards by Policy Area
(As of November 2007)

Congestion (Critical Lane Volume) Standards		Policy Area
1350	Rural East	Rural West
1400	Damascus	
1425	Clarksburg Germantown West Gaithersburg City	Germantown East Montgomery Village/Airpark
1450	Cloverly North Potomac Olney	Potomac R&D Village
1475	Aspen Hill Fairland/White Oak	Derwood
1500	Rockville City	
1550	North Bethesda	
1600	Bethesda/Chevy Chase Kensington/Wheaton	Silver Spring/Takoma Park Germantown Town Center
1800	Bethesda CBD Friendship Heights CBD Glenmont Grosvenor Shady Grove	Silver Spring CBD Twinbrook Wheaton CBD White Flint Rockville Town Center

In situations where an unacceptable peak hour level of congestion will exist, the applicant, in consultation with Transportation Planning staff, the Montgomery County Department of Transportation (MCDOT), and/or the Maryland State Highway Administration (SHA), should use these procedures to develop recommendations for trip reduction, specific intersection improvements, or pedestrian, bicycle or transit enhancements that would mitigate the transportation impact of development in these areas so that the Planning Board or another

¹ See Section III B.1

elected or appointed body could consider granting approval. The Guideline's procedures are intended to provide a near-term "snapshot in time" of estimated future traffic conditions and to present a reasonable estimate of traffic conditions at the time of development. They are not intended to establish delay-free conditions.

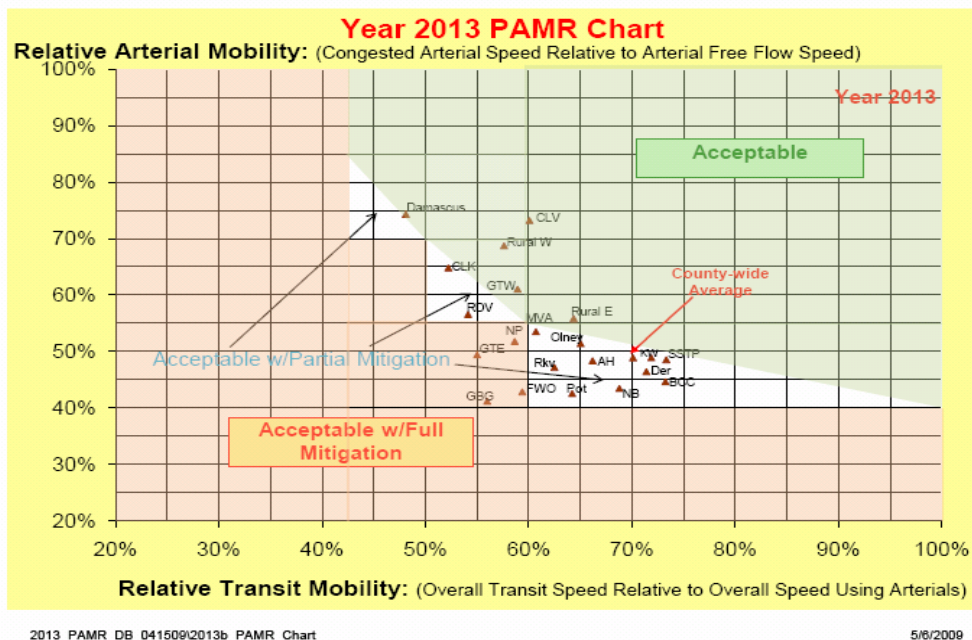
D. Policy Area Mobility Review

Policy Area Mobility Review, or PAMR, is a policy area-wide test of public transportation facilities. The test is separate from LATR in that it considers average transportation system performance for a geographic area (or policy area). The PAMR test provides a comparative measurement of two components depending on their relative availability:

- Relative Arterial Mobility measures congestion on the County's arterial roadway network by comparing forecasted congested speeds to free-flow speeds on roadways.
- Relative Transit Mobility is based on the relative speed by which journey to work trips can be made by transit as opposed to by auto.

The Growth Policy establishes adequacy by comparing Relative Arterial Mobility and Relative Transit Mobility and establishing mitigation requirements as shown in Figure 1.

Figure 1
Policy Area Mobility Review for Montgomery County – 2013 PAMR Results
 (effective July 1, 2009)



When the annual PAMR analysis results in a finding of Acceptable with Partial Mitigation for a policy area for a fiscal year, the Planning Board must not approve any more subdivisions in that policy area in that fiscal year except as allowed by the current growth policy. For FY2010, the Planning Board will consider certain policy areas to be Acceptable with Partial Mitigation for

transportation at the policy area level. The full listing of policy areas for which either full or partial mitigation is required in FY10 are listed below.

Table 2
Trip Mitigation Required by Policy Area – 2013 PAMR Results (effective July 1, 2009)

Policy Area	Trip Mitigation Required
Aspen Hill	20%
Bethesda/Chevy Chase*	30%
Clarksburg	10%
Derwood/Shady Grove *	20%
Fairland/White Oak	100%
Gaithersburg City	100%
Germantown East	100%
Kensington/Wheaton*	10%
Montgomery Village/Airpark	5%
North Bethesda *	35%
North Potomac	100%
Olney	10%
Potomac	40%
R&D Village	40%
Rockville	25%
Silver Spring/Takoma Park*	10%

The trip mitigation also applies to the Metro Station Policy Areas (MSPAs) as indicated with an asterisk in the table above and itemized below:

- The Bethesda/Chevy Chase Policy Area includes the Bethesda CBD and Friendship Heights CBD Policy Areas
- The Derwood Policy Area includes the Shady Grove Policy Area
- The Kensington/Wheaton Policy Area includes the Glenmont and Wheaton CBD Policy Areas
- The North Bethesda Policy Area includes the Grosvenor, Twinbrook, and White Flint Policy Areas
- The Silver Spring/Takoma Park Policy Area includes the Silver Spring CBD Policy Area.

An applicant for a preliminary plan of subdivision need not take any mitigating action under Policy Area Mobility Review if the Planning Board finds that the proposed development will generate three or fewer peak hour trips.

E. Relationship between Policy Area Mobility Review and Local Area Transportation Review

In most instances, applicants will be required to submit a traffic statement with their development application concerning the need for an LATR. Transportation planning staff will use the following criteria to determine whether and when the applicant needs to submit a traffic study.

Application Types

PAMR Review and LATR are separate evaluation processes, but must be examined concurrently as part of a development application submission. Each applicant must satisfy both PAMR and LATR requirements. The requirements must be addressed in a single document, which may include a combination of traffic statements and traffic studies. There are four types of development review scenarios:

Type 1. Traffic statement describing exemption from both LATR and PAMR studies

A development case that requires neither an LATR study nor a PAMR study must submit a traffic statement describing the basis for the exemption. The traffic statement must identify the number of peak hour trips generated by the application during both weekday AM and PM peak periods, and the site's policy area and required mitigation percentage. Examples of Type 1 cases are:

- A site generating three or fewer peak hour vehicle trips
- A site generating fewer than 30 vehicle trips located in a policy area defined as Acceptable without mitigation for PAMR.

Type 2. Traffic study for LATR including statement regarding PAMR study exemption

A development case for a site that requires an LATR study, but only a PAMR statement, must include the PAMR statement within the LATR study. An example of a Type 2 case is a site generating 30 or more peak hour vehicle trips located in a Policy Area defined as Acceptable without mitigation for PAMR.

Type 3. Traffic study for PAMR including statement regarding LATR study exemption

A development case for a site that requires a PAMR study, but only an LATR statement, must include the LATR statement within the PAMR study. An example of a Type 3 case is a site generating between three and 30 total peak hour vehicle trips located in a policy area defined as Acceptable with Partial Mitigation or Acceptable with Full Mitigation for PAMR.

Type 4. Traffic study for both LATR and PAMR

A development case for a site that requires both an LATR study and a PAMR study must include both studies in the same submittal. An example of a Type 4 case is a site generating more than 30 peak hour vehicle trips located in a policy area defined as Acceptable with Partial Mitigation or Acceptable with Full Mitigation for PAMR.

Both PAMR and LATR use similar approaches to mitigating unacceptable impacts, including encouraging non-auto oriented solutions.

**Table 3
PAMR and LATR Approaches to Mitigating Unacceptable Impacts**

Priority	Mitigation Approach	PAMR Mechanism	LATR Mechanism	Single mitigation action addresses	Examples of mitigation actions
1	Peak hour vehicle trip reduction	Traffic mitigation agreement (TMAG)	Traffic mitigation agreement (TMAG)	Both PAMR and LATR impacts	Vehicle trip caps, flex-time/telecommute programs, shuttle services
2	Public transit capacity	Service provision	Not applicable	PAMR impacts only	Purchase of Ride-On bus with 12 years of operation
3	Non-auto facilities	Project implementation	Project implementation	Both PAMR and LATR impacts	Offsite sidewalks and bus shelters
4	Intersection improvements	Not applicable	Project implementation	LATR impacts only	Turn lanes, change of lane use configurations
5	Roadway link improvements	Project implementation	Project implementation only if site-specific LATR impacts are addressed	PAMR impacts, LATR impacts if applicable	Roadway widening

For both PAMR and LATR studies, applicants proposing any mitigating action other than weekday peak period vehicle trip reduction must include a statement describing their consideration of each of the higher-priority mitigation approaches and a rationale for selecting the mitigation approach or approaches proposed. The Planning Board will consider and accept mitigation approaches on a case-by-case basis, using these Guidelines.