

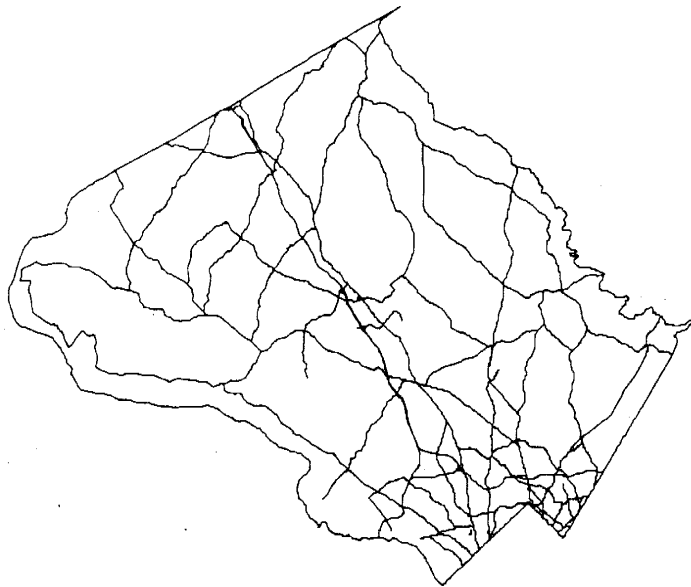
*STAFF*

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3-26-04

# *Local Area Transportation Review Guidelines*

*Guidelines of the  
Montgomery County Planning Board for the  
Administration of the  
Adequate Public Facilities Ordinance*



Published by



**THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION**

Montgomery County Department of Park and Planning  
8787 Georgia Avenue  
Silver Spring, MD 20910-3760

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# *I. 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 only after finding that public facilities will be adequate to serve the subdivision. This involves predicting future travel demand from private development and comparing it to the capacity of existing and programmed public transportation facilities.

In accordance with the FY 2003-05 Annual Growth Policy adopted by the County Council on October 28, 2003, subdivision applications ~~may be~~ are subject to ~~two different types of~~ only one transportation tests. One is called the ~~Policy Area Transportation Review (PATR)~~. The other is called the Local Area Transportation Review (LATR).

## **B. Policy Area Transportation Review**

~~The Policy Area Transportation Review divides the county~~ County is divided into separate traffic zones, which are grouped into policy areas (Map 1). The congestion standards established by the County Council and adopted in these Guidelines are set by policy areas (see Table 1). These are geographic areas for which the adequacy of public facilities is addressed on an area-wide basis. With regard to transportation, a staging ceiling may be established for each policy area. The staging ceiling for a policy area is the maximum amount of land development, expressed as a jobs ceiling and a housing ceiling, that can be accommodated by the existing and programmed public transportation facilities serving the area, at an assigned congestion standard. However, in accordance with the adopted Annual Growth Policy for preliminary plan applications and all other regulatory actions (i.e., zoning, mandatory referral, and special exception) filed after July 1, 2004, the Planning Board will not be required to determine if sufficient residential or non-residential capacity exists within the policy area in which a property is located.

Map 1: Policy Areas by Traffic Zones

