



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

DEC 18 2015

MCPB No. 15-149

Provisional Adequate Public Facilities Determination for Transportation

Symmetry at Cloverleaf

Date of Hearing: December 10, 2015

RESOLUTION

WHEREAS, the Montgomery County Council approved the 2012-2016 Subdivision Staging Policy ("SSP") to serve as guidelines for the administration of the Montgomery County Adequate Public Facilities Ordinance; and

WHEREAS, in the SSP, the Council delegated to the Montgomery County Planning Board and its staff all necessary administrative decisions not covered by the SSP and authorized the Board to adopt and amend its own guidelines and technical material to administer the SSP's Local Area Transportation Review and Transportation Policy Area Review; and

WHEREAS, on June 16, 2011, the Planning Board approved standards for the use of the Provisional Adequate Public Facilities ("PAPF") process for individual applications not within a development district where the applicant provides accelerated public infrastructure through private investment; and

WHEREAS, under Montgomery County Code Chapters 8 and 50, the Montgomery County Planning Board is authorized to make an Adequate Public Facilities determination; and

WHEREAS, on January 5, 2015, Symmetry at Cloverleaf, LLC ("Applicant") filed an application ("Application") for approval of a PAPF determination for the transportation impacts associated with a vehicle trip maximum generated by a theoretical development on 25.39 acres in the CR-2.0, C-1.75, R-1.0, H-145T Zone, located at the northwest corner of Father Hurley Boulevard and Dwight D. Eisenhower Highway (I-270) ("Subject Property") in the 2009 Germantown Employment Area Sector Plan ("Sector Plan") area; and

WHEREAS, Planning Board staff ("Staff") issued a memorandum to the Planning Board, dated November 30, 2015, setting forth its analysis and recommendation for approval of the Application subject to certain conditions ("Staff Report"); and

WHEREAS, on December 10, 2015 the Planning Board held a public hearing on the Application, and at the hearing the Planning Board heard testimony and received evidence submitted for the record on the Application; and

WHEREAS, at the hearing, the Planning Board voted to approve the Application, subject to certain conditions, by the vote certified below.

NOW, THEREFORE, BE IT RESOLVED THAT the Planning Board approves a Provisional Adequate Public Facilities determination for the transportation impacts associated with the theoretical development of Subject Property, subject to the following conditions:¹

1. The validity period for this Provisional Adequate Public Facilities (PAPF) test for transportation is 85 months from the date of mailing of the Planning Board Resolution.
2. Calculation of the number of vehicle trips generated from the Subject Property in future applications must use trip rates found in the January 2013 Local Area Transportation Review and Transportation Policy Area Review Guidelines. Internal capture reductions must be calculated using the National Cooperative Highway Research Program (NCHRP) Report 684, Enhancing Internal Trip Capture Estimation for Mixed-Use Developments. Pass-by reductions must be calculated using the 3rd edition of the Institute of Transportation Engineering Trip Generation Handbook.
3. The Applicant is limited to a development level equal to or less than 1,558 AM net peak hour trips or 1,762 PM net peak hour trips, whichever threshold is met first. The net total trips in the AM or PM peak hour includes internal trip and pass-by trip reductions.
 - a. Additionally, at total buildout, AM inbound trips to the Subject Property are limited to no more than 70% and no less than 60% of the total AM peak hour trips.
 - b. Additionally, at total buildout, PM inbound trips to the Subject Property are limited to no more than 45% and no less than 30% of the total PM peak hour trips.
4. The total background vehicle traffic, which includes existing traffic and approved but unbuilt development, and the background improvements at the intersections analyzed in the traffic impact analysis, will not be changed (“frozen”) for the duration of the 85 month PAPF validity period for the Subject Property.

¹ For the purpose of these conditions, the term “Applicant” shall also mean the developer, the owner, or any successor in interest to the terms of this approval.