

# LOCAL AREA TRANSPORTATION REVIEW (LATR) GUIDELINES (INTERIM UPDATE)

## Description

Planning staff will review the proposed updates to the LATR Guidelines. The updated document incorporates changes resulting from the new Growth and Infrastructure Policy (GIP), provides a new proportionality guide, and improves the document's organization. During this session, the Planning Board will review and consider approving the updated LATR Guidelines.

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MCPB

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## Summary

- Planning staff will review the proposed updates to the LATR Guidelines. The updated document incorporates changes resulting from the new Growth and Infrastructure Policy (GIP), provides a new proportionality guide, and improves the document's organization. During this session, the Planning Board will review and consider approving the updated LATR Guidelines.
- **Staff Recommendation:** Approve the updated LATR Guidelines.

# LOCAL AREA TRANSPORTATION REVIEW (LATR) GUIDELINES (INTERIM UPDATE)

## Background

Chapter 50 of the County Code states that the Planning Board can only approve a development application if public facilities will adequately support it. To administer the Adequate Public Facilities (APF) regulation, the County Council uses its Growth and Infrastructure Policy (GIP). This policy sets measurable service levels and parameters for mitigation to enable development to proceed.

The Planning Board makes transportation adequacy findings through the Local Area Transportation Review (LATR) process. This process evaluates the area surrounding a proposed development and forecasts the development's impact on transportation facilities. It then determines whether and how the development applicant will mitigate inadequate transportation infrastructure. Development applicants must either show that the surrounding facilities are adequate, provide needed facilities, or pay for mitigation.

The LATR Guidelines detail the specific documentation and analysis required to demonstrate transportation adequacy for proposed developments that require an APF finding. The LATR Guidelines serve as a key reference for transportation engineers, planners, public agency reviewers, and community members involved in the development review process. Applicants use this document when preparing development applications and transportation analyses for submission to the Montgomery County Planning Board. Similarly, public agency staff use these guidelines during the review of such applications and analyses.

## Update Process

In the past, the LATR Guideline revisions have lagged six months behind the adoption of the new GIP. This delay can keep development projects from advancing. To expedite the process, Planning staff developed a two-phased approach.

- The Phase 1 update incorporates the new GIP, improves the document organization, and provides a new proportionality guide.
- The Phase 2 update will provide additional guidance and address policy issues that require more stakeholder coordination.

## LATR Guidelines Update

On November 12, 2024, the County Council adopted changes to the GIP (Attachment 1). The revised draft LATR Guidelines (Attachment 2) reflect the new policy.

Key changes reflected in this document include:

- Updating policy area boundaries and designations to support the county’s goals.
- Changing the threshold for requiring a LATR Study. The updated policy requires a study for a proposed development generating 30 or more net new peak-hour weekday motor vehicle trips, unless otherwise exempt.
- Establishing a 50 or more net new peak-hour weekday motor vehicle trip LATR Study threshold for daycare uses.
- Exempting development projects that meet the definition of a Mixed-Income Housing Community in [Sec. 59.3.3.4a](#) of the Zoning Code from the requirement to complete an LATR Study.
- Extending the bioscience LATR exemption for another four years, so it applies to applications filed before January 1, 2029, and removing the three-year time limit to file a building permit.
- Refining the Vision Zero Statement to focus on managing speed for safety.
- Simplifying the Non-Motor Vehicle Adequacy Test; the test, which has five components, replaces the individual pedestrian, bicycle, and bus transit systems tests.
- Exempting all Downtowns, in addition to Red policy areas, from Motor Vehicle Adequacy tests.
- Updating Intersection Delay Standards to reflect changes to policy area boundaries and designations.
- Revising the LATR Proportionality Guide, which provides a guiding upper limit for the cost of off-site transportation mitigation improvements.

## Overview of the LATR Guidelines

- **Chapter 1: Introduction** describes the principles of the LATR process and the applicability of the LATR Guidelines. It describes the policy area classifications and lists exemptions from the LATR Study requirement.
- **Chapter 2: Transportation Adequacy Process** summarizes the transportation adequacy process and gives instructions on completing the Transportation Adequacy Form. It also has detailed guidance on estimating the proposed development’s motor vehicle trips.
- **Chapter 3: LATR Study Requirements** contains instructions for conducting an LATR Study, including the Vision Zero Statement, Non-Motor Vehicle Analysis, and Motor Vehicle Analysis.

- **Chapter 4: Mitigation** explains mitigation requirements, provides instructions for calculating the proportional cost of mitigation (“Proportionality Guide”), and describes how to prioritize mitigation strategies.
- **Chapter 5: Additional Guidance** has information on amendments and minimizing piecemeal development.

## STAFF RECOMMENDATION

Planning staff recommends approving the updated LATR Guidelines. This update incorporates the new GIP, improves the document organization, and provides a new proportionality guide.

## NEXT STEPS

The Board will consider the second update to the LATR Guidelines in Spring 2025. This update will provide additional guidance and address policy issues that require more stakeholder coordination.

## ATTACHMENTS

**Attachment 1.** 2024–2028 Growth and Infrastructure Policy

**Attachment 2.** Draft LATR Guidelines

**Attachment 3.** Transportation Adequacy Form