

**Clerk's Note:** Table I was corrected to replace "Fairland/White Oak" with "Fairland/Colesville" and add "White Oak" as approved in Resolution #17-1203 (adopted July 29, 2014). This revision was inadvertently left out of Resolution #18-671.

**CORRECTED**

Resolution No:	<u>18-671</u>
Introduced:	<u>August 2, 2016</u>
Adopted:	<u>November 15, 2016</u>

**COUNTY COUNCIL  
FOR MONTGOMERY COUNTY, MARYLAND**

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By: Council President at the request of the Planning Board

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**SUBJECT:** 2016 – 2020 Subdivision Staging Policy

**Background**

1. County Code §33A-15 requires that no later than November 15 of the second year of a Council's term, the County Council must adopt a Subdivision Staging Policy to be effective until November 15 of the second year of the next Council term, to provide policy guidance to the agencies of government and the general public on matters concerning land use development, growth management and related environmental, economic and social issues.
2. On August 1, 2016, in accordance with §33A-15, the Planning Board transmitted to the County Council its recommendations on the 2016-2020 Subdivision Staging Policy. The Final Draft Subdivision Staging Policy, as submitted by the Planning Board, contained supporting and explanatory materials.
3. On September 13, 2016, the County Council held a public hearing on the Subdivision Staging Policy.
4. On September 19 and 26; October 10, 17, 18 and 25, 2016, the Council's Planning, Housing, and Economic Development Committee conducted worksessions on the recommended Subdivision Staging Policy.
5. On October 25, November 3, 8 and 15, 2016, the Council conducted worksessions on the Subdivision Staging Policy, at which careful consideration was given to the public hearing testimony, updated information, recommended revisions and comments of the County Executive and Planning Board, and the comments and concerns of other interested parties.

**Action**

*The County Council for Montgomery County, Maryland, approves the following Resolution:*

The 2016-2020 Subdivision Staging Policy is approved as follows:

**Applicability; transition****AP1      Effective dates**

This resolution takes effect on January 1, 2017, and applies to any application for a preliminary plan of subdivision filed on or after that date.

**AP2      Transition**

For any subdivision application submitted before January 1, 2017, the applicant must meet its requirements under **TP, Policy Area Review** and **S, Public School Facilities** by complying with all applicable requirements that were in force immediately before this resolution was amended in 2016 if the applicant also applies for a building permit before March 1, 2017. For any application for subdivision approval submitted before January 1, 2017, the applicant must meet its requirements under **TL the Local Area Transportation Review** by complying with all applicable requirements that were in force immediately before this resolution was amended in 2016. For any application for subdivision approval filed on or after January 1, 2017, the applicable requirements of this resolution must apply.

**Guidelines for the Administration of the Adequate Public Facilities Ordinance**

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 demand from private development and comparing it to the capacity of existing and programmed public facilities. The following guidelines describe the methods and criteria that the Planning Board and its staff must use in determining the adequacy of public facilities. These guidelines supersede all previous ones adopted by the County Council.

The Council accepts the definitions of terms and the assignment of values to key measurement variables that were used by the Planning Board and its staff in developing the recommended Subdivision Staging Policy. The Council delegates to the Planning Board and its staff all other necessary administrative decisions not covered by the guidelines outlined below. In its administration of the APFO, the Planning Board must consider the recommendations of the County Executive and other agencies in determining the adequacy of public facilities.

The findings and directives described in this Subdivision Staging Policy are based primarily on the public facilities in the approved FY 2017-22 Capital Improvements Program (CIP) and the Maryland Department of Transportation FY 2016-21 Consolidated Transportation Program (CTP). The Council also reviewed related County and State and Federal funding decisions, master plan guidance and zoning where relevant,

and related legislative actions. These findings and directives and their supporting planning and measurement process have been the subject of a public hearing and review during worksessions by the County Council. Approval of the findings and directives reflects a legislative judgment that, all things considered, these findings and procedures constitute a reasonable, appropriate, and desirable set of staged growth limits, which properly relate to the ability of the County to program and construct facilities necessary to accommodate growth. These growth stages will substantially advance County land use objectives by providing for coordinated and orderly development.

These guidelines are intended to be used as a means for government to fulfill its responsibility to provide adequate public facilities. Quadrennial review and oversight, combined with periodic monitoring by the Planning Board, allows the Council to identify problems and initiate solutions that will serve to avoid or limit the duration of any imbalance between the construction of new development and the implementation of transportation improvements in a specific policy area. Further, alternatives may be available for developers who wish to proceed in advance of the adopted public facilities program, through the provision of additional public facility capacity beyond that contained in the approved Capital Improvements Program, or through other measures that accomplish an equivalent effect.

The administration of the Adequate Public Facilities Ordinance must at all times be consistent with adopted master plans and sector plans. Where development staging guidelines in adopted master plans or sector plans are more restrictive than Subdivision Staging Policy guidelines, the guidelines in the adopted master plan or sector plan must be used to the extent that they are more restrictive. The Subdivision Staging Policy does not require the Planning Board to base its analysis and recommendations for any new or revised master or sector plan on the public facility adequacy standards in this resolution.

### **Guidelines for Transportation Facilities**

#### **TP Policy Areas**

##### **TP1 Policy Area Boundaries and Definitions**

For the purposes of transportation analysis, the County has been divided into areas called traffic zones. Based on their transportation characteristics, these zones are grouped into transportation policy areas, as shown on Map 1. In many cases, transportation policy areas have the same boundaries as planning areas, sector plan areas, or master plan analysis (or special study) areas. Each policy area is categorized as Red, Orange, Yellow or Green Policy Areas. The policy areas in effect, and their applicable category for 2016-2020 are:

Red Policy Areas: Bethesda CBD Metro Station Policy Area (MSPA), Friendship Heights MSPA, Glenmont MSPA, Grosvenor MSPA, Rockville Town Center MSPA, Shady Grove MSPA, Silver Spring CBD MSPA, Twinbrook MSPA, Wheaton CBD MSPA, and White Flint MSPA.

Orange Policy Areas: Bethesda Chevy Chase, Burtonsville Town Center, Chevy Chase Lake, Clarksburg Town Center, Derwood, Gaithersburg City, Germantown Town Center, Kensington/Wheaton, Long Branch, North Bethesda, Research and Development Village, Rockville City, Silver Spring/Takoma Park, Takoma/Langley, and White Oak.

Yellow Policy Areas: Aspen Hill, Clarksburg, Cloverly, Fairland/Colesville, Germantown East,

Germantown West, Montgomery Village/Airpark, North Potomac, Olney, and Potomac.

Green Policy Areas: Damascus, Rural East, and Rural West.

The boundaries of the policy areas are shown on maps 2-39.

The boundaries of the Gaithersburg City and Rockville City policy areas reflect existing municipal boundaries, except where County-regulated land is surrounded by city-regulated land. The boundaries of these municipal policy areas do not automatically reflect any change in municipal boundaries; any change in a policy area boundary requires affirmative Council action.

## **TP2 Development District Participation**

Under Chapter 14 of the County Code, the County Council may create development districts as a funding mechanism for needed infrastructure in areas of the County where substantial development is expected or encouraged.

### **TP2.1 Additional Facilities Recommended for Funding**

The County Executive and Planning Board may also recommend to the County Council additional facilities to be provided by the development district or by the public sector to support development within the district. These facilities may include, but are not limited to libraries, health centers, local parks, social services, greenways, and major recreation facilities.

### **TP2.2 Satisfaction of APF Requirements**

As provided in Chapter 14 of the County Code, once the development district is created and the financing of all required infrastructure is arranged, the development in the district is considered to have satisfied all APF requirements, any additional requirements that apply to development districts in the Subdivision Staging Policy, and any other requirement to provide infrastructure which the County adopts within 12 years after the district is created.

## **TL Local Area Transportation Review (LATR)**

### **TL1 Standards and Procedures**

To achieve an approximately equivalent transportation level of service in all areas of the County, greater vehicular traffic congestion is permitted in policy areas with greater transit accessibility and usage. For motor vehicle adequacy, Table 2 shows the intersection level of service standards by policy area. For intersections located within Red or Orange policy areas, the Highway Capacity Manual delay-based level of service standard applies to all study intersections. For intersections located within Yellow or Green policy areas, the Critical Lane Volume (CLV) level of service standard applies to study intersections with a CLV of 1,350 or less and the Highway Capacity Manual delay-based level of service standard applies to study intersections with a CLV of more than 1,350.

Pedestrian system adequacy is defined as providing level of service (LOS) D capacity or better in any crosswalk. Any site that generates more than 50 pedestrian peak hour trips (including trips to transit) must:

- Fix (or fund) Americans with Disabilities Act (ADA) non-compliance issues within a 500' radius of site boundaries, and

- Ensure LOS D for crosswalk pedestrian delay (or no more delay than existing) at LATR study intersections within 500' of site boundaries or within a Road Code Urban Area/Bicycle Pedestrian Priority Area (RCUA/BPPA)

Regardless of the development size and location, if an intersection operational analysis is triggered for any intersections within a RCUA/BPPA, mitigation must not increase average pedestrian crossing time at the intersection.

Bicycle system adequacy is defined as providing a low Level of Traffic Stress (LTS) for bicyclists. For any proposed development generating at least 50 peak hour non-motorized trips and located within a quarter mile of an educational institution or existing/planned bikeshare station, the applicant must make improvements needed to provide low Level of Traffic Stress (LTS-2) conditions that link the site to or otherwise extend an LTS-2 facility within 750 feet of a development site boundary or implement a master-planned improvement that provides an equivalent improvement in LTS.

Transit system adequacy for LATR is defined as providing a peak load of LOS D for bus transit service routes (1.25 transit riders per seat) during the peak period (in the peak direction). For any development generating at least 50 peak hour transit riders the applicant must inventory bus routes at stations/stops within 1,000 feet of the site and identify the peak load for each route at that station. The applicant must coordinate with the transit service provider to identify and implement (or fund) improvements that would be needed to address conditions worse than LOS D due to additional patrons generated by the development.

Local Area Transportation Review must at all times be consistent with the standards and staging mechanisms of adopted master and sector plans.

Local Area Transportation Review must be completed for any subdivision that would generate at least 50 peak-hour person trips.

In administering Local Area Transportation Review, the Planning Board must not approve a subdivision if it finds that inadequate travel conditions will result after considering existing roads, programmed roads, available or programmed mass transportation, and improvements to be provided by the applicant. If the subdivision will affect an intersection or roadway link for which congestion is already unacceptable, then the subdivision may only be approved if the applicant agrees to mitigate the impacts of either:

- a sufficient number of trips to bring the inadequate travel conditions to a level of adequacy, or
- a number of trips attributable to the development.

The nature of the LATR test is such that a study is necessary if inadequate travel conditions are likely to occur. The Planning Board and staff must examine the applicant's traffic study to determine whether adjustments are necessary to assure that the LATR study is a reasonable and appropriate reflection of the traffic impact of the proposed subdivision after considering all approved development and programmed transportation projects.

If use and occupancy permits for at least 75% of the originally approved development were issued more than 12 years before the LATR study scope request, the number of signalized intersections in the study must be based on the increased number of peak hour trips rather than the total number of peak hour trips. In these cases, LATR is not required for any expansion that generates 5 or fewer additional peak hour trips.

For Local Area Transportation Review purposes, the programmed transportation projects to be considered are those fully funded for construction in the first 6 years of the current approved Capital Improvements Program, the state's Consolidated Transportation Program, or any municipal capital improvements program. For these purposes, any road required under Section 302 of the County Charter to be authorized by law is not programmed until the time for petition to referendum has expired without a valid petition or the authorizing law has been approved by referendum.

If an applicant is participating in a traffic mitigation program or one or more intersection improvements to meet Local Area Transportation Review requirements, that applicant must be considered to have met Local Area Transportation Review for any other intersection where the volume of trips generated is less than 5 Critical Lane Movements.

Any LATR study must be submitted by a registered Professional Engineer, certified Professional Traffic Operations Engineer, or certified Professional Transportation Planner.

Each LATR study must examine, at a minimum, the number of signalized intersections in the following table, unless the Planning Board affirmatively finds that special circumstances warrant a more limited

Maximum Peak-Hour Vehicle Trips Generated	Minimum Signalized Intersections in Each Direction
< 250	1
250 – 749	2
750 – 1,249	3
1,250 – 1,750	4
1,750-2,249	5
2,250 – 2749	6
>2,750	7

study.

At the Planning Board's discretion, each traffic mitigation program must be required to operate for at least 12 years but no longer than 15 years. The Planning Board may select either trip reduction measures or road improvements, or a combination of both, as the required means of traffic mitigation.

The Planning Board has adopted guidelines to administer Local Area Transportation Review. To the extent that they are consistent with this Policy, the Planning Board guidelines may continue to apply or may be amended as the Planning Board finds necessary.

The Planning Board may adopt administrative guidelines that allow use of Highway Capacity Manual 2010 methodologies and other analysis techniques consistent with guidance published by the Transportation Research Board.

In administering Local Area Transportation Review, the Planning Board must carefully consider the recommendations of the County Executive concerning the applicant's LATR study and proposed improvements or any other aspect of the review.

To achieve safe and convenient pedestrian travel, the Planning Board may adopt administrative guidelines requiring construction of off-site sidewalk improvements consistent with County Code §50-25. To support creating facilities that encourage transit use, walking, and bicycling, to maintain an approximately

equivalent level of service at the local level for both auto and non-auto modes, the Board may allow the applicant to use peak hour vehicle trip credits for providing non-auto facilities. Before approving credits for non-auto facilities to reduce Local Area Transportation Review impacts, the Board should first consider the applicability and desirability of traffic mitigation agreement measures. The Board's *LATR Guidelines* must identify applicable facilities in terms of actions that can be given trip credits and the maximum number of trips that can be credited. If the Board approves any credits, it must specify mechanisms to monitor the construction of any required facility. During each quadrennial Subdivision Staging Policy, the Board must report on the number of credits issued and confirm the construction of any required facility.

In general, any mitigation measure or combination of mitigation measures must be scheduled for completion or otherwise operational either before or at the same time as the proposed development is scheduled to be completed. The nature, design, and scale of any additional facility or program must receive prior approval from any government agency that would construct or maintain the facility or program, and the applicant and the public agency must execute an appropriate public works agreement before the Planning Board approves a record plat.

Both the subdivision plan and the necessary mitigation measures must be consistent with an adopted master plan or other relevant land use policy statement. For the Planning Board to accept an intersection improvement as a mitigation measure, the applicant must show that alternative non-auto mitigation measures are not feasible or desirable. In evaluating mitigation measures proposed by an applicant, the Board must place a high priority on design excellence to create a safe, comfortable, and attractive public realm for all users, with particular focus on high-quality pedestrian and transit access to schools, libraries, recreation centers, and other neighborhood facilities.

If an approved subdivision already has constructed or participated in the construction of off-site improvements to accommodate its peak hour trips, based on the LATR requirements the Board imposed when it approved a preliminary subdivision plan, and if the subdivision later converts one or more approved uses or reduces its size so that the subdivision generates fewer peak hour trips than estimated when the Board imposed the LATR requirements, the trip mitigation agreement must reduce the subdivision's peak hour trip mitigation requirement by one trip for each peak hour trip that the subdivision would no longer generate. If the conversion of all or part of a subdivision from one use to another would cause a different trip distribution or would place new or different burdens on one or more intersections, and if the subdivision is otherwise required to do so, the subdivision must construct or contribute to improvements specified by the Board to mitigate that result.

## **TL2 White Flint Policy Area LATR Standards**

Any proposed development located in the White Flint Metro Station Policy Area is exempt from Local Area Transportation Review if the development will be required to provide substantial funds to the Special Tax District created to finance master planned public improvements in the Policy Area. However, the traffic impact of any development in that Policy Area must be considered in any Local Area Transportation Review calculation for any development elsewhere where it would otherwise be considered.

## **TL3 Potomac LATR Standards**

In the Potomac Policy Area, only the areas contributing traffic to the following intersections must be subject to Local Area Transportation Review: (a) Montrose Road at Seven Locks Road; (b) Democracy Boulevard at Seven Locks Road; (c) Tuckerman Lane at Seven Locks Road; (d) Democracy Boulevard at

Westlake Drive; (e) Westlake Drive at Westlake Terrace; (f) Westlake Drive at Tuckerman Lane; (g) Bradley Boulevard at Seven Locks Road; (h) River Road at Bradley Boulevard; (i) River Road at Piney Meetinghouse Road; (j) River Road at Falls Road; (k) Falls Road at Democracy Boulevard; and (l) River Road at Seven Locks Road.

#### **TL4 Unique Policy Area Issues**

##### **TL4.1 Silver Spring CBD Policy Area and Transportation Management District**

The Local Area Transportation Review for the Silver Spring CBD policy area must [reflect] use the following assumptions and guidelines:

- Each traffic limit is derived from the heaviest traffic demand period in Silver Spring's case, the p.m. peak hour outbound traffic.
- When tested during a comprehensive circulation analysis, the critical lane volumes for intersections in the surrounding Silver Spring/Takoma Park policy area must not be worse than the adopted level of service standards shown in Table 2 unless the Planning Board finds that the impact of improving the intersection is more burdensome than the increased congestion.
- The Planning Board and the Department of Transportation must implement Transportation Systems Management for the Silver Spring CBD. The goal of this program must be to achieve the commuting goals for transit use and auto occupancy rates set out below.
- The County Government, through the Silver Spring Parking Lot District, must constrain the amount of public and private long term parking spaces.

The parking constraints and commuting goals needed to achieve satisfactory traffic conditions with these staging ceilings are:

**Parking constraint:** A maximum of 17,500 public and private long-term spaces when all nonresidential development is built; this maximum assumes a peak accumulation factor of 0.9, which requires verification in Silver Spring and may be subject to revision. Interim long-term parking constraints must be imposed in accordance with the amount of interim development. Long-term public parking spaces must be priced to reflect the market value of constrained parking spaces.

**Commuting goals:** For employers with 25 or more employees, attain 25 percent mass transit use and auto occupancy rates of 1.3 persons per vehicle during the peak periods, or attain any combination of employee mode choice that results in at least 46% non-drivers during the peak periods. For new nonresidential development, attain 30% mass transit use and auto occupancy rates of 1.3 persons per vehicle during the peak periods, or attain any combination of employee mode choice that results in at least 50% non-drivers during the peak periods.

Progress towards achieving these goals should be measured annually by scientific, statistically valid surveys.

To achieve these goals it will be necessary to require developers of new development in Silver Spring to enter into traffic mitigation agreements and the employers and certain owners to submit transportation mitigation plans under County Code Chapter 42A.

In' accordance with the amendment to the Silver Spring Sector Plan, subdivision applications for



nonresidential standard method projects throughout the CBD may be approved for development or additions of not more than 5,000 square feet of gross floor area. However, if, for a particular use the addition of 5 peak hour trips yields a floor area greater than 5,000 square feet, that additional area may be approved for that particular use.

**TL4.2. North Bethesda TMD**

In the North Bethesda Transportation Management District, the goal is 39% non-driver mode share for workers in the peak hour.

**TL4.3 Bethesda TMD**

In the Bethesda Transportation Management District, the goal is 37% non-driver mode share for workers.

**TL4.4 Friendship Heights TMD**

In the Friendship Heights Transportation Management District, the goal is 39% non-driver mode share for workers.

**TL4.5 Greater Shady Grove TMD**

In the Shady Grove Policy Area, the goal is a transit ridership goal of 35% for residents in the Shady Grove Policy Area, 25% for residents elsewhere in the Sector Plan, and 12.5% for employees of office development traveling to work.

Each development that receives preliminary plan approval in the Shady Grove Metro Station Policy Area and generates at least 100 additional peak-hour vehicle trips, other than pass-by trips, must enter into a Traffic Mitigation Agreement (TMAG). The trip mitigation requirement for this Agreement is 50% of the residential-related vehicle trips and 65% of the non-residential-related vehicle trips that would otherwise be expected, based on countywide trip generation rates before any applicable deduction, such as proximity to a Metrorail station. The breakdown in the reduction of trips should be identified in the Agreement. County-owned property in the Shady Grove Policy Area must enter into a TMAG on all new development or redevelopment, with no deduction of existing trips.

**TL4.6 Great Seneca Science Corridor Master Plan**

In the Great Seneca Science Corridor, an 18% non-auto driver mode share (NADMS) must be attained before Stage 2 begins, a 23% NADMS must be attained before Stage 3 begins, and a 28% NADMS must be attained before Stage 4 begins.

**TL4.7 White Oak Policy Area**

In the White Oak Policy Area the non-auto-driver mode share (NADMS) goal for all new development, based on the area's future transit service (assuming bus rapid transit) and connectivity opportunities, is 25% in the White oak Center and Hillandale Center, and is 30% in the Life Sciences/FDA Village Center.

- (a) The Board may approve a subdivision in the White Oak Policy Area conditioned on the applicant paying a fee to the County commensurate with the applicant's proportion of the cost of a White Oak Local Area Transportation Improvement Program, including the costs of design, land acquisition, construction, site improvements, and utility relocation. The proportion is based on a subdivision's share of net additional peak-hour vehicle trips generated by all master-planned development in the White Oak Policy Area approved after January 1, 2016.
- (b) The components of the White Oak Local Area Transportation Improvement Program and the fee per peak-hour vehicle trip will be established by Council resolution, after a public hearing. The Council may amend the Program and the fee at any time, after a public hearing.
- (c) The fee must be paid at a time and manner consistent with Transportation Mitigation Payments as prescribed in Section 52-59(d) of the Montgomery County Code.
- (d) The Department of Finance must retain funds collected under this Section in an account to be appropriated for transportation improvements that result in added transportation capacity serving the White Oak Policy Area.

### **TL5 Unified Mobility Programs**

- (a) The Board may approve a subdivision in any policy area conditioned on the applicant paying a fee to the County commensurate with the applicant's proportion of the cost of a Unified Mobility Program (UMP), including the costs of design, land acquisition, construction, site improvements, and utility relocation. One option is to base this proportion on a subdivision's share of net additional peak-hour vehicle trips generated by all master-planned development in the policy area.
- (b) The components of the UMP and the fee per peak-hour vehicle trip will be established by Council resolution, after a public hearing. The Council may amend the UMP and the fee at any time, after a public hearing.
- (c) The fee must be paid at a time and manner consistent with Transportation Mitigation Payments as prescribed in Section 52-59(d) of the Montgomery County Code.
- (d) The Department of Finance must retain funds collected under this Section in an account to be appropriated for transportation improvements that result in added transportation capacity serving the policy area.

### **TA Alternative Review Procedures**

#### **TA1 Expiration of Approvals under Previous Alternative Review Procedures**

Annual Growth Policy resolutions in effect between 1995 and 2001 contained Alternative Review Procedures that required any development approved under those procedures to receive each building permit no later than 4 years after the Planning Board approved the preliminary plan of subdivision for that development. Any outstanding development project approved under an Alternative Review Procedure is subject to the expiration dates in effect when that development project was approved.

#### **TA2 Automobile related uses in the Cherry Hill Employment Area**

For any property located in the Cherry Hill Employment Area with automobile repair, service, sales, parking, storage, or related office uses:

**TL Local Transportation Review** is not required.



**S4 Moratorium on Residential Subdivision Approvals**

In considering whether a moratorium on residential subdivisions must be imposed across a high school cluster, the Planning Board must use 120% utilization rate based on Montgomery County Public Schools program capacity as its measure of adequate school capacity. This utilization measure must not count relocatable classrooms in computing a school's permanent capacity. If projected enrollment at any grade level in that cluster will exceed 120% utilization, the Board must not approve any residential subdivision in that cluster during the next fiscal year.

In considering whether a moratorium on residential subdivisions must be imposed across a middle school service area, the Planning Board must use a 180-seat deficit and 120% utilization rate based on Montgomery County Public Schools program capacity as its measures of adequate school capacity. Both measures must not count relocatable classrooms in computing a school's permanent capacity. If projected enrollment in any middle school service area will exceed program capacity by 180 students or more and will exceed 120% utilization, the Board must not approve any residential subdivision in that middle school service area during the next fiscal year.

In considering whether a moratorium on residential subdivisions must be imposed across an elementary school service area, the Planning Board must use a 110-seat deficit and 120% utilization rate based on Montgomery County Public Schools program capacity as its measures of adequate school capacity. Both measures must not count relocatable classrooms in computing a school's permanent capacity. If projected enrollment in any elementary school service area will exceed program capacity by 110 students or more and will exceed 120% utilization, the Board must not approve any residential subdivision in that elementary school service area during the next fiscal year.

If the Planning Board revises its measures of adequacy during a fiscal year because of a material change in projected school capacity, that revision must be used during the rest of that fiscal year in reviewing residential subdivisions.

Table 2 shows the result of the annual school test for January 1, 2017, to July 1, 2017. Table 3 shows the projected cluster grade level student capacity and enrollment data used in the annual school test. Table 4 shows the projected individual elementary and middle school student capacity and enrollment data used in the annual school test. Using average student generation rates developed biennially from the most recent Montgomery County Public Schools' enrollment data, the Planning Board must limit residential subdivision approvals in any cluster during the fiscal year so that the students generated by the housing units approved do not exceed the remaining capacity up to 120% utilization for students at any grade level in that cluster, nor do they exceed the individual elementary and middle school seat deficit caps of 110 and 180 seats, respectively, in addition to a 120% school level utilization rate.

**S5 Senior Housing**

If public school capacity is inadequate in any cluster or school service area, the Planning Board may nevertheless approve a subdivision in that cluster, or school service area, if the subdivision consists solely of housing and related facilities for elderly or handicapped persons or housing units located in the age-restricted section of a planned retirement community.

**S6 De Minimis Development**

If public school capacity is inadequate in any cluster, or school service area, the Planning Board may nevertheless approve a subdivision in that cluster, or school service area if the subdivision consists of no more than 3 housing units.

**S7 Allocation of Staging Ceiling to Preliminary Plans of Subdivision**

The Planning Board must allocate available staging ceiling capacity in a high school cluster, and elementary or middle school service area, based on the queue date of an application for preliminary plan of subdivision approval.

**S7.1 Assignment of queue date**

The queue date of a preliminary plan of subdivision is the date a complete application is filed with the Planning Board.

**S7.2 Calculation of available staging ceiling capacity**

The Planning Board must determine whether adequate staging ceiling capacity is available for a project by subtracting the capacity required by projects with earlier queue dates from the remaining capacity on Tables 4 and 5 as updated periodically. Based on this calculation, the Planning Board may:

- approve a project for which there is sufficient capacity;
- approve part of a project for which there is sufficient capacity, leaving the remainder of the project in the queue until additional capacity becomes available;
- deny an application for a project for which there is insufficient capacity; or
- defer approval of a project and leave the project in the queue until sufficient capacity becomes available for all or part of the project. If insufficient capacity is available, the Board must not schedule a hearing on the application unless the applicant requests one.

If sufficient capacity is available for a project based on the queue date, the Planning Board must not deny an application based on pipeline (but not staging ceiling) changes while the queue date is in effect.

**Guidelines for Water and Sewerage Facilities**

In accordance with the Adequate Public Facilities Ordinance, applications must be considered adequately served by water and sewerage if the subdivision is located in an area in which water and sewer service is presently available, is under construction, is designated by the County Council for extension of service within the first two years of a current approved Comprehensive Water Supply and Sewerage Systems Plan (i.e., categories 1-3), or if the applicant either provides a community water and/or sewerage system or meets Department of Permitting Services requirements for septic and/or well systems, as outlined in the Adequate Public Facilities Ordinance. These requirements are determined either by reference to the Water and Sewerage Plan, adopted by the Council, or by obtaining a satisfactory percolation test from the Department of Permitting Services.

Applications must only be accepted for further Planning staff and Board consideration if they present

evidence of meeting the appropriate requirements as described above.

### **Guidelines for Police, Fire and Health Services**

The Planning Board and staff must consider the programmed services to be adequate for facilities such as police stations, firehouses, and health clinics unless there is evidence that a local area problem will be generated. Such a problem is one which cannot be overcome within the context of the approved Capital Improvements Program and operating budgets of the relevant agencies. Where such evidence exists, either through agency response to the Subdivision Review committee clearinghouse, or through public commentary or Planning staff consideration, a Local Area Review must be undertaken. The Board must seek a written opinion from the relevant agency, and require, if necessary, additional data from the applicant, to facilitate the completion of the Planning staff recommendation within the statutory time frame for Planning Board action. In performing this Local Area Review, the facility capacity at the end of the sixth year of the approved CIP must be compared to the demand generated by the "most probable" forecast for the same year prepared by the Planning Department.

### **Guidelines for Resubdivisions**

An application to amend a previously approved preliminary plan of subdivision does not require a new test for adequacy of public facilities if:

- Revisions to a preliminary plan have not been recorded, the preliminary plan has not expired, and the number of trips which will be produced by the revised plan is not greater than the number of trips produced by the original plan.
- Resubdivision of a recorded lot involves the sale or exchange of parcels of land (not to exceed a total of 2,000 square feet or one percent of the combined area, whichever is greater) between owners of adjoining properties to make small adjustments in boundaries.
- Resubdivision of a recorded lot involves more than 2,000 square feet or one percent of the lot area and the number of trips which will be produced by the revised plan is not greater than the number of trips produced by the original plan.

### **Timely Adequate Public Facilities Determination and Local Area Transportation Review under Chapter 8.**

#### **APF1 General.**

Except as otherwise provided by law, an adequate public facilities determination or local area transportation review conducted under Article IV of Chapter 8 must use the standards and criteria applicable under this Resolution when evaluating the adequacy of public facilities to serve the proposed development.

#### **APF2 Traffic Mitigation Goals.**

Any proposed development that is subject to requirements for a traffic mitigation agreement under Article IV of Chapter 8 and §42A-9A of the County Code must meet the traffic mitigation goals specified in paragraphs (1) or (4), as appropriate.

- (1) Subject to paragraph (2), the portion of peak-period non-auto driver trips by employees of a proposed development must be at least the following percentage greater than the prevailing non-auto driver mode share of comparable nearby land use:

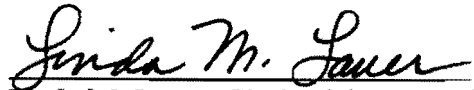
<b>In Policy Areas with a LATR Vehicle Delay (seconds/vehicle) Standard of</b>	<b>Required Percentage Greater Than Prevailing Non-Auto Driver Mode Share</b>
120 and 80	100%
71	80%
63	60%
59 and 55	40%

LATR Vehicle Delay standards for each policy area are shown on Table 1.

- (2) The portion of peak-period non-auto driver trips by employees calculated under paragraph (1) must not be less than 15% nor higher than 55%.
- (3) The applicant for a proposed development in a policy area specified under paragraph (1) is responsible for reviewing existing studies of non-auto driver mode share; conducting new studies, as necessary, of non-auto driver mode share; and identifying the prevailing base non-auto driver mode share of comparable land uses within the area identified for the traffic study. Comparable land uses are improved sites within the area identified for the traffic study for the proposed development that have similar existing land use and trip generation characteristics. As with other aspects of the traffic study required by Article IV of Chapter 8, selection of the comparable studies and land uses to be analyzed and determination of the prevailing base non-auto driver mode share are subject to review by the Planning Department and approval by the Department of Transportation.
- (4) Proposed development in the Silver Spring CBD must meet the commuting goals specified under **TL4.1**.
- (5) In accordance with County Code §42A-9A, the applicant must enter into an agreement with the Director of the Department of Transportation before a building permit is issued. The agreement may include a schedule for full compliance with the traffic mitigation goals. It must provide appropriate enforcement mechanisms for compliance.
- (6) As provided by law, these goals supersede traffic mitigation goals established under §42A-9A(a)(4).
- (7) As noted in paragraph (5), traffic mitigation agreements are used to assure compliance with reductions in traffic generation from a subdivision, or to achieve non-auto driver mode share goals specified in approved master or sector plans. The Director of Transportation must determine whether a security instrument is required to assure completion and continuation of the elements of a traffic mitigation agreement. When the Director so finds, the Department must require a security instrument to be attached to an agreement. Each security instrument must be held by the Department until performance of each element of the agreement has been satisfied. If the developer or its successor is unable to satisfactorily perform each element of

an agreement as specified therein, the security instrument must be forfeited and the Department may retain the funds to operate a program to satisfy the agreement's goals.

This is a correct copy of Council action.

A handwritten signature in black ink, reading "Linda M. Lauer". The signature is written in a cursive, flowing style. The first name "Linda" is written with a large, looped capital "L". The middle initial "M." is written with a smaller capital "M" and a period. The last name "Lauer" is written with a capital "L" and a trailing flourish.

Linda M. Lauer, Clerk of the Council



Corrected Page

Table 1.

**Local Area Transportation Review Intersection Congestion Standards – Highway Capacity Manual  
Volume-to-Capacity and Average Vehicle Delay Equivalencies**

<b>HCM Volume-to-Capacity Standard</b>	<b>Policy Area</b>	<b>HCM average vehicle delay equivalent (seconds/vehicle)</b>
0.84	Rural East/ West	41
0.88	Damascus	48
0.89	Clarksburg Germantown East Germantown West Gaithersburg City Montgomery Village/Airpark	51
0.91	Cloverly North Potomac Potomac Olney R&D Village	55
0.92	Derwood Aspen Hill [Fairland/White Oak] <u>Fairland/Colesville</u>	59
0.94	Clarksburg Town Center Germantown Town Center Rockville City	63
0.97	Burtonsville Town Center North Bethesda	71
1.00	Bethesda/Chevy Chase Chevy Chase Lake Kensington/Wheaton Long Branch Silver Spring/Takoma Park Takoma/Langley <u>White Oak</u>	80
1.13	Bethesda CBD Silver Spring CBD Wheaton CBD Friendship Heights CBD White Flint Twinbrook Grosvenor Glenmont Shady Grove Rockville Town Center	120

Table 2.

**Subdivision Staging Policy**  
**Amended Results of School Test for FY 2017**

Reflects County Council Adopted FY 2017 Capital Budget and the FY 2017-2022 Capital Improvements Program (CIP)  
 Effective January 1, 2017

School Test Outcome	School Test Description and Details	Test Outcomes by Level		
		Elementary Inadequate	Middle Inadequate	High Inadequate
Moratorium	Clusters over 120% utilization  Test year 2021-22	None	None	None
	Schools at or above seat deficit thresholds and over 120% utilization  Elementary: 110 seats Middle: 180 seats  Test year 2021-22	Highland View ES (-112, 137.6%) Lake Seneca ES (-113, 127.2%) Thurgood Marshall ES (-118, 122.1%) Rosemont ES (-250, 140.8%) Strawberry Knoll ES (-144, 129.9%) Summit Hall ES (-191, 141.0%)	None	N/A

Capacity in clusters include the following placeholder projects:  
 Twenty elementary school classrooms in the Northwest Cluster  
 Six high school classrooms in the Einstein Cluster  
 Eight high school classrooms in the Walter Johnson Cluster  
 Ten high school classrooms in the Northwood Cluster

**Table 3.**

**Subdivision Staging Policy FY 2017 School Test: Cluster Utilizations in 2021-2022**  
 Reflects County Council Adopted FY 2017 Capital Budget and the FY 2017-2022 Capital Improvements Program (CIP)  
 Effective January 1, 2017

**Elementary School Test: Percent Utilization >120% Moratorium**

Cluster Area	Projected August 2021 Enrollment	100% MCPS Program Capacity With Adopted FY17-22 CIP	Cluster Percent Utilization in 2021-2022 School Year	School Test Result Capacity is:	Cluster Status
Bethesda-Chevy Chase	3,565	3,864	92.3%	Adequate	Open
Montgomery Blair	4,701	4,783	98.3%	Adequate	Open
James Hubert Blake	2,573	2,554	100.7%	Adequate	Open
Winston Churchill	2,492	2,913	85.5%	Adequate	Open
Clarksburg	4,279	4,522	94.65	Adequate	Open
Damascus	2,099	2,272	92.4%	Adequate	Open
Albert Einstein	3,057	2,847	107.4%	Adequate	Open
Gaithersburg	4,685	4,170	112.4%	Adequate	Open
Walter Johnson	4,513	4,631	97.5%	Adequate	Open
John F. Kennedy	3,086	3,199	96.5%	Adequate	Open
Col. Zadok Magruder	2,609	2,843	91.8%	Adequate	Open
Richard Montgomery	2,750	2,884	95.4%	Adequate	Open
Northwest*	4,069	4,194	97.0%	Adequate	Open
Northwood	3,687	3,178	116.0%	Adequate	Open
Paint Branch	2,570	2,503	102.7%	Adequate	Open
Poolesville	506	758	66.8%	Adequate	Open
Quince Orchard	3,148	2,781	113.2%	Adequate	Open
Rockville	2,580	2,636	97.9%	Adequate	Open
Seneca Valley	2,537	2,425	104.6%	Adequate	Open
Sherwood	1,908	2,394	79.7%	Adequate	Open
Springbrook	3,409	3,332	102.3%	Adequate	Open
Watkins Mill	2,764	2,858	96.7%	Adequate	Open
Wheaton	3,150	3,454	91.2%	Adequate	Open
Walt Whitman	2,409	2,571	93.7%	Adequate	Open
Thomas S. Wootton	2,551	3,205	79.6%	Adequate	Open

\* Northwest Cluster elementary school capacity includes 20 classrooms of capacity for a solution to space deficits in the cluster.

**Subdivision Staging Policy FY 2017 School Test: Cluster Utilizations in 2021-2022**  
 Reflects County Council Adopted FY 2017 Capital Budget and the FY 2017-2022 Capital Improvements Program (CIP)  
 Effective January 1, 2017

**Middle School Test: Percent Utilization >120% Moratorium**

Cluster Area	Projected August 2021 Enrollment	100% MCPS Program Capacity With Adopted FY17-22 CIP	Cluster Percent Utilization in 2021-2022 School Year	School Test Result Capacity is:	Cluster Status
Bethesda-Chevy Chase	1,774	2,027	87.5%	Adequate	Open
Montgomery Blair	2,878	2,913	98.8%	Adequate	Open
James Hubert Blake	1,275	1,345	94.8%	Adequate	Open
Winston Churchill	1,426	1,696	84.1%	Adequate	Open
Clarksburg	2,117	2,171	97.5%	Adequate	Open
Damascus	923	982	94.0%	Adequate	Open
Albert Einstein	1,278	1,420	90.0%	Adequate	Open
Gaithersburg	2,041	1,898	107.5%	Adequate	Open
Walter Johnson	2,313	2,429	95.2%	Adequate	Open
John F. Kennedy	1,724	1,698	101.5%	Adequate	Open
Col. Zadok Magruder	1,180	1,616	73.0%	Adequate	Open
Richard Montgomery	1,392	1,445	96.3%	Adequate	Open
Northwest	2,145	2,235	96.0%	Adequate	Open
Northwood	1,813	1,830	99.1%	Adequate	Open
Paint Branch	1,380	1,401	98.5%	Adequate	Open
Poolesville	307	468	65.6%	Adequate	Open
Quince Orchard	1,442	1,646	87.6%	Adequate	Open
Rockville	1,106	952	116.2%	Adequate	Open
Seneca Valley	1,252	1,397	89.6%	Adequate	Open
Sherwood	1,132	1,429	79.2%	Adequate	Open
Springbrook	1,276	1,250	102.1%	Adequate	Open
Watkins Mill	1,285	1,355	94.8%	Adequate	Open
Wheaton	1,623	1,466	110.7%	Adequate	Open
Walt Whitman	1,511	1,502	100.6%	Adequate	Open
Thomas S. Wootton	1,348	1,641	82.1%	Adequate	Open

**Subdivision Staging Policy FY 2017 School Test: Cluster Utilizations in 2021-2022**  
 Reflects County Council Adopted FY 2017 Capital Budget and the FY 2017-2022 Capital Improvements Program (CIP)  
 Effective January 1, 2017

**High School Test: Percent Utilization >120% Moratorium**

Cluster Area	Projected August 2021 Enrollment	100% MCPS Program Capacity With Adopted FY17-22 CIP	Cluster Percent Utilization in 2021-2022 School Year	School Test Result Capacity is:	Cluster Status
Bethesda-Chevy Chase	2,424	2,407	101.1%	Adequate	Open
Montgomery Blair	3,396	2,920	116.3%	Adequate	Open
James Hubert Blake	1,806	1,734	104.2%	Adequate	Open
Winston Churchill	2,254	1,986	113.5%	Adequate	Open
Clarksburg*	1,997	2,025	98.6%	Adequate	Open
Damascus	1,390	1,551	89.6%	Adequate	Open
Albert Einstein**	2,033	1,739	116.9%	Adequate	Open
Gaithersburg	2,591	2,407	107.6%	Adequate	Open
Walter Johnson***	2,865	2,515	113.9%	Adequate	Open
John F. Kennedy	2,062	1,833	112.5%	Adequate	Open
Col. Zadok Magruder	1,622	1,941	83.6%	Adequate	Open
Richard Montgomery	2,508	2,236	112.2%	Adequate	Open
Northwest*	2,210	2,241	98.6%	Adequate	Open
Northwood****	2,002	1,744	114.8%	Adequate	Open
Paint Branch	2,248	2,025	111.0%	Adequate	Open
Poolesville	1,195	1,170	102.1%	Adequate	Open
Quince Orchard	2,050	1,857	110.4%	Adequate	Open
Rockville	1,596	1,570	101.7%	Adequate	Open
Seneca Valley*	2,363	2,400	98.5%	Adequate	Open
Sherwood	1,915	2,166	88.4%	Adequate	Open
Springbrook	1,991	2,162	92.1%	Adequate	Open
Watkins Mill	1,845	1,942	95.0%	Adequate	Open
Wheaton	1,839	2,239	82.1%	Adequate	Open
Walt Whitman	2,231	2,398	93.0%	Adequate	Open
Thomas S. Wootton	2,237	2,420	92.4%	Adequate	Open

\* Enrollments Clarksburg, Northwest and Seneca Valley high schools are estimated to reflect future reassignments to Seneca Valley HS

\*\* Einstein High School Capacity includes a 6 classroom addition in a placeholder project

\*\*\* Walter Johnson High School Capacity includes an 8 classroom addition in a placeholder project

\*\*\*\* Northwood High School Capacity includes a 10 classroom addition in a placeholder project

**Table 4.****Subdivision Staging Policy FY 2017 School Test: Individual School Seat Deficits in 2021-2022**

Reflects County Council Adopted FY 2017 Capital Budget and the FY 2017-2022 Capital Improvements Program (CIP)

Effective January 1, 2017

**Elementary School Test: Seat Deficit  $\geq$  110 seats and  $>120\%$  utilization Moratorium**

School Name	Cluster(s)	Cluster Grade Level Status	Projected 2021-22 Enrollment	Projected 2021-22 Program Capacity	Projected 2021-22 Available Space	Projected 2021-22 Utilization	School Adequacy	School Service Area Status
Arcola	Northwood	Open	735	644	-91	114.1%	Adequate	Open
Ashburton	Walter Johnson	Open	886	881	-5	100.6%	Adequate	Open
Bannockburn	Walt Whitman	Open	380	365	-15	104.1%	Adequate	Open
Lucy V. Barnsley	Rockville	Open	623	673	50	92.6%	Adequate	Open
Beall	Richard Montgomery	Open	836	638	-198	131.0%	Adequate*	Open**
Bel Pre	Kennedy	Open	559	640	81	87.3%	Adequate	Open
Bells Mill	Winston Churchill	Open	617	609	-8	101.3%	Adequate	Open
Belmont	Sherwood	Open	321	425	104	75.5%	Adequate	Open
Bethesda	Bethesda-Chevy Chase	Open	557	577	20	96.5%	Adequate	Open
Beverly Farms	Winston Churchill	Open	548	690	142	79.4%	Adequate	Open
Bradley Hills	Walt Whitman	Open	577	663	86	87.0%	Adequate	Open
Brooke Grove	Sherwood	Open	376	518	142	72.6%	Adequate	Open
Brookhaven	Wheaton	Open	457	496	39	92.1%	Adequate	Open
Brown Station	Quince Orchard	Open	581	709	128	81.9%	Adequate	Open
Burning Tree	Walt Whitman	Open	430	379	-51	113.5%	Adequate	Open
Burnt Mills	Blake	Open	514	425	-89	120.9%	Adequate	Open
Burtonsville	Paint Branch	Open	657	736	79	89.3%	Adequate	Open
Candlewood	Col. Zadok Magruder	Open	351	498	147	70.5%	Adequate	Open
Cannon Road	Springbrook	Open	458	521	63	87.9%	Adequate	Open
Carderock Springs	Walt Whitman	Open	380	407	27	93.4%	Adequate	Open
Rachel Carson	Quince Orchard	Open	990	667	-323	148.4%	Adequate*	Open**
Cashell	Col. Zadok Magruder	Open	358	340	-18	105.3%	Adequate	Open
Cedar Grove	Clarksburg/Damascus	Open/Open	587	405	-182	144.9%	Adequate*	Open**
Chevy Chase	Bethesda-Chevy Chase	Open	431	473	42	91.1%	Adequate	Open
Clarksburg	Clarksburg	Open	553	313	-240	176.7%	Adequate*	Open**
CCES (Clarksburg Village #2)	Clarksburg	Open	0	740	740	0.0%	Adequate	Open
Clearspring	Damascus	Open	599	638	39	93.9%	Adequate	Open
Clopper Mill	Northwest	Open	534	437	-97	122.2%	Adequate†	Open††
Cloverly	Paint Branch	Open	453	454	1	99.8%	Adequate	Open
Cold Spring	Thomas S. Wootton	Open	325	459	134	70.8%	Adequate	Open
College Gardens	Richard Montgomery	Open	837	693	-144	120.8%	Adequate*	Open**
Cresthaven	Springbrook	Open	491	467	-24	105.1%	Adequate	Open
Capt. James E. Daly	Clarksburg	Open	602	523	-79	115.1%	Adequate	Open
Damascus	Damascus	Open	336	327	-9	102.8%	Adequate	Open
Darnestown	Northwest	Open	311	471	160	66.0%	Adequate	Open
Diamond	Northwest	Open	657	670	13	98.1%	Adequate	Open
Dr. Charles R. Drew	Springbrook	Open	484	461	-23	105.0%	Adequate	Open
DuFief	Thomas S. Wootton	Open	330	416	86	79.3%	Adequate	Open
East Silver Spring	Blair	Open	566	577	11	98.1%	Adequate	Open
Fairland	Blake	Open	580	640	60	90.6%	Adequate	Open

School Name	Cluster(s)	Cluster Grade Level Status	Projected 2021-22 Enrollment	Projected 2021-22 Program Capacity	Projected 2021-22 Available Space	Projected 2021-22 Utilization	School Adequacy	School Service Area Status
Fallsmead	Thomas S. Wootton	Open	489	598	109	81.8%	Adequate	Open
Farmland	Walter Johnson	Open	745	729	-16	102.2%	Adequate	Open
Fields Road	Quince Orchard	Open	479	429	-50	111.7%	Adequate	Open
Flower Hill	Col. Zadok Magruder	Open	450	483	33	93.2%	Adequate	Open
Flower Valley	Rockville	Open	439	429	-10	102.3%	Adequate	Open
Forest Knolls	Northwood	Open	731	555	-176	131.7%	Adequate	Open
Fox Chapel	Clarksburg	Open	608	683	75	89.0%	Adequate	Open
Gaithersburg	Gaithersburg	Open	970	1,000	30	97.0%	Adequate	Open
Galway	Paint Branch	Open	790	777	-13	101.7%	Adequate	Open
Garrett Park	Walter Johnson	Open	880	752	-128	117.0%	Adequate	Open
Georgian Forest	Kennedy	Open	633	649	16	97.5%	Adequate	Open
Germantown	Northwest	Open	345	329	-16	104.9%	Adequate	Open
William B. Gibbs Jr.	Clarksburg	Open	700	741	41	94.5%	Adequate	Open
Glen Haven	Northwood	Open	605	576	-29	105.0%	Adequate	Open
Glenallan	Kennedy	Open	691	762	71	90.7%	Adequate	Open
Goshen	Gaithersburg	Open	528	538	10	98.1%	Adequate	Open
Great Seneca Creek	Northwest	Open	617	551	-66	112.0%	Adequate	Open
Greencastle	Paint Branch	Open	738	604	-134	122.2%	Adequate	Open
Greenwood	Sherwood	Open	410	585	175	70.1%	Adequate	Open
Harmony Hills	Kennedy	Open	732	709	-23	103.2%	Adequate	Open
Highland	Einstein	Open	597	517	-80	115.5%	Adequate	Open
Highland View	Northwood	Open	410	298	-112	137.6%	Inadequate	Moratorium
Jackson Road	Blake/Springbrook	Open/Open	692	709	17	97.6%	Adequate	Open
Jones Lane	Quince Orchard	Open	445	441	-4	100.9%	Adequate	Open
Kemp Mill	Northwood	Open	559	458	-101	122.1%	Adequate	Open
Kensington-Parkwood	Walter Johnson	Open	715	746	31	95.8%	Adequate	Open
Lake Seneca	Seneca Valley	Open	528	415	-113	127.2%	Inadequate	Moratorium
Lakewood	Thomas S. Wootton	Open	459	556	97	82.6%	Adequate	Open
Laytonsville	Gaithersburg	Open	410	448	38	91.5%	Adequate	Open
JoAnn Leleck	Springbrook	Open	777	715	-62	108.7%	Adequate	Open
Little Bennett	Clarksburg	Open	612	676	64	90.5%	Adequate	Open
Luxmanor	Walter Johnson	Open	542	745	203	72.8%	Adequate	Open
Thurgood Marshall	Quince Orchard	Open	653	535	-118	122.1%	Inadequate	Moratorium
Maryvale	Rockville	Open	646	778	132	83.0%	Adequate	Open
Spark M. Matsunaga	Northwest	Open	800	653	-147	122.5%	Adequate <sup>†</sup>	Open <sup>††</sup>
S. Christa McAuliffe	Seneca Valley	Open	720	762	42	94.5%	Adequate	Open
Ronald McNair	Northwest	Open	805	623	-182	129.2%	Adequate <sup>†</sup>	Open <sup>††</sup>
Meadow Hall	Rockville	Open	459	353	-106	130.0%	Adequate	Open
Mill Creek Towne	Col. Zadok Magruder	Open	359	336	-23	106.8%	Adequate	Open
Monocacy	Poolesville	Open	155	219	64	70.8%	Adequate	Open
Montgomery Knolls	Blair	Open	480	648	168	74.1%	Adequate	Open
New Hampshire Estates	Blair	Open	489	480	-9	101.9%	Adequate	Open
Roscoe R. Nix	Springbrook	Open	513	521	8	98.5%	Adequate	Open
North Chevy Chase	Bethesda-Chevy Chase	Open	291	358	67	81.3%	Adequate	Open
Oak View	Blair	Open	416	358	-58	116.2%	Adequate	Open
Oakland Terrace	Einstein	Open	512	513	1	99.8%	Adequate	Open
Olney	Sherwood	Open	567	584	17	97.1%	Adequate	Open
William T. Page	Blake	Open	391	389	-2	100.5%	Adequate	Open

School Name	Cluster(s)	Cluster Grade Level Status	Projected 2021-22 Enrollment	Projected 2021-22 Program Capacity	Projected 2021-22 Available Space	Projected 2021-22 Utilization	School Adequacy	School Service Area Status
Pine Crest	Blair	Open	481	588	107	81.8%	Adequate	Open
Piney Branch	Blair	Open	740	749	9	98.8%	Adequate	Open
Poolesville	Poolesville	Open	351	539	188	65.1%	Adequate	Open
Potomac	Winston Churchill	Open	430	548	118	78.5%	Adequate	Open
Judith A. Resnik	Col. Zadok Magruder	Open	627	701	74	89.4%	Adequate	Open
RMES #5	Richard Montgomery	Open	0	602	602	0.0%	Adequate	Open
Dr. Sally K. Ride	Seneca Valley	Open	529	472	-57	112.1%	Adequate	Open
Ritchie Park	Richard Montgomery	Open	513	388	-125	132.2%	Adequate*	Open**
Rock Creek Forest	Bethesda-Chevy Chase	Open	721	714	-7	101.0%	Adequate	Open
Rock Creek Valley	Rockville	Open	413	403	-10	102.5%	Adequate	Open
Rock View	Einstein	Open	627	674	47	93.0%	Adequate	Open
Lois P. Rockwell	Damascus	Open	446	523	77	85.3%	Adequate	Open
Rolling Terrace	Blair	Open	875	747	-128	117.1%	Adequate	Open
Rosemary Hills	Bethesda-Chevy Chase	Open	618	678	60	91.2%	Adequate	Open
Rosemont	Gaithersburg	Open	863	613	-250	140.8%	Inadequate	Moratorium
Sequoyah	Col. Zadok Magruder	Open	464	485	21	95.7%	Adequate	Open
Seven Locks	Winston Churchill	Open	371	425	54	87.3%	Adequate	Open
Sherwood	Sherwood/Blake	Open/Open	468	564	96	83.0%	Adequate	Open
Sargent Shriver	Wheaton	Open	717	673	-44	106.5%	Adequate	Open
Flora M. Singer	Einstein	Open	731	680	-51	107.5%	Adequate	Open
Sligo Creek	Northwood	Open	647	647	0	100.0%	Adequate	Open
Somerset	Bethesda-Chevy Chase	Open	503	515	12	97.7%	Adequate	Open
South Lake	Watkins Mill	Open	770	716	-54	107.5%	Adequate	Open
Stedwick	Watkins Mill	Open	592	639	47	92.6%	Adequate	Open
Stone Mill	Thomas S. Wootton	Open	589	654	65	90.1%	Adequate	Open
Stonegate	Blake	Open	440	395	-45	111.4%	Adequate	Open
Strathmore	Kennedy	Open	471	439	-32	107.3%	Adequate	Open
Strawberry Knoll	Gaithersburg	Open	625	481	-144	129.9%	Inadequate	Moratorium
Summit Hall	Gaithersburg	Open	657	466	-191	141.0%	Inadequate	Moratorium
Takoma Park	Blair	Open	654	636	-18	102.8%	Adequate	Open
Travilah	Thomas S. Wootton	Open	359	522	163	68.8%	Adequate	Open
Twinbrook	Richard Montgomery	Open	564	563	-1	100.2%	Adequate	Open
Viers Mill	Wheaton	Open	707	743	36	95.2%	Adequate	Open
Washington Grove	Gaithersburg	Open	632	623	-9	101.4%	Adequate	Open
Waters Landing	Seneca Valley	Open	760	776	16	97.9%	Adequate	Open
Watkins Mill	Watkins Mill	Open	662	720	58	91.9%	Adequate	Open
Wayside	Winston Churchill	Open	526	641	115	82.1%	Adequate	Open
Weller Road	Wheaton	Open	710	772	62	92.0%	Adequate	Open
Westbrook	Bethesda-Chevy Chase	Open	444	549	105	80.9%	Adequate	Open
Westover	Springbrook	Open	340	293	-47	116.0%	Adequate	Open
Wheaton Woods	Wheaton	Open	559	770	211	72.6%	Adequate	Open
Whetstone	Watkins Mill	Open	740	783	43	94.5%	Adequate	Open
Wilson Wims	Clarksburg	Open	1,065	754	-311	141.2%	Adequate*	Open**
Wood Acres	Walt Whitman	Open	642	757	115	84.8%	Adequate	Open
Woodfield	Damascus	Open	270	471	201	57.3%	Adequate	Open
Woodlin	Einstein	Open	590	463	-127	127.4%	Adequate*	Open**
Wyngate	Walter Johnson	Open	745	778	33	95.8%	Adequate	Open

\* Adequate due to CIP solution only.



~ If not for the CIP solution, this school service area's status would be "Moratorium."

† Adequate due to placeholder project only.

†† If not for the placeholder project, this school service area's status would be "Moratorium."

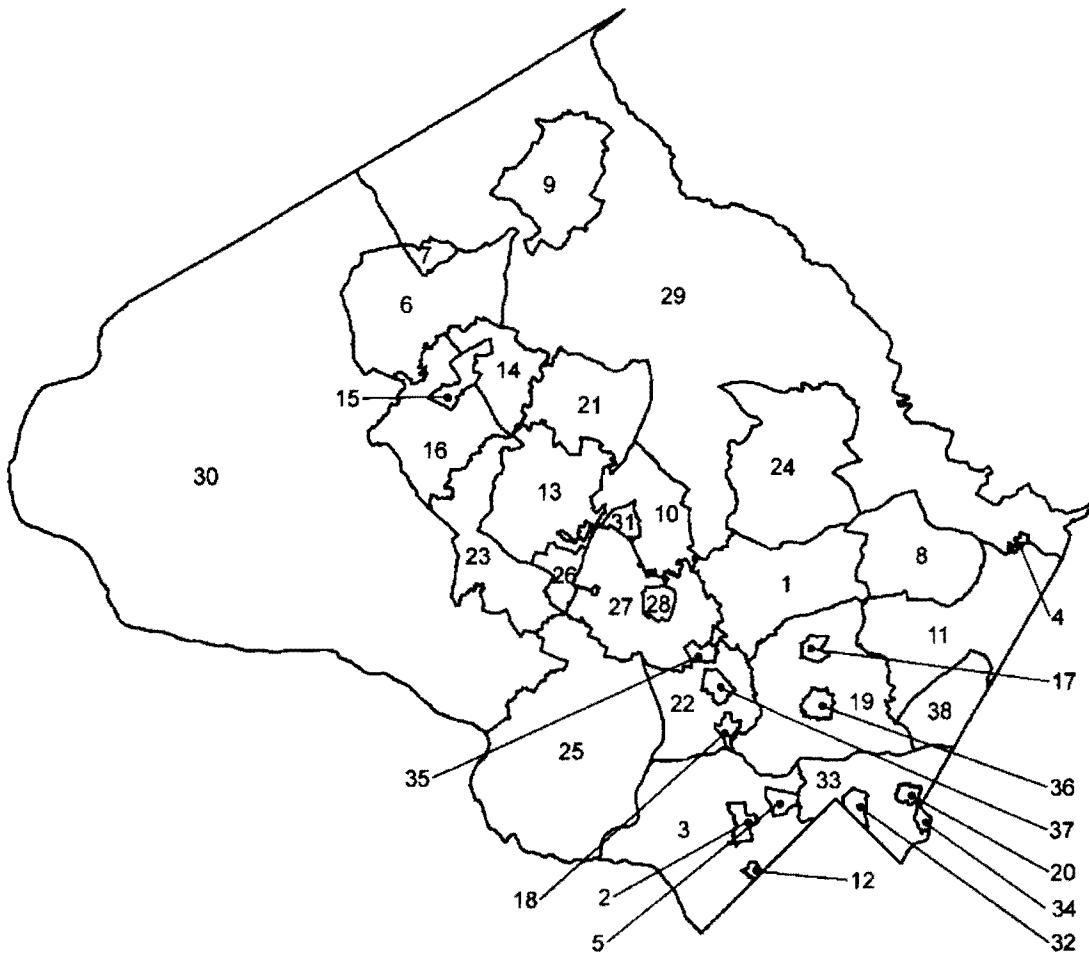
**Middle School Test: Seat Deficit [≥ 150 seats School Facility Payment;] ≥ 180 seats and >120% utilization Moratorium**

School Name	Cluster(s)	Cluster Grade Level Status	Projected 2021-22 Enrollment	Projected 2021-22 Program Capacity	Projected 2021-22 Available Space	Projected 2021-22 Utilization	School Adequacy	School Service Area Status
Argyle	Kennedy	Open	945	897	-48	105.4%	Adequate	Open
John T Baker	Damascus	Open	703	741	38	94.9%	Adequate	Open
Benjamin Banneker	Blake/Paint Branch	Open/Open	777	803	26	96.8%	Adequate	Open
BCC MS #2	Bethesda-Chevy Chase	Open	0	930	930	0.0%	Adequate	Open
Briggs Chaney	Blake/Paint Branch/Springbrook	Open/Open/Open	973	969	-4	100.4%	Adequate	Open
Cabin John	Thomas S. Wootton/Winston Churchill	Open/Open	948	1,113	165	85.2%	Adequate	Open
Roberto Clemente	Northwest/Seneca Valley	Open/Open	1,292	1,231	-61	105.0%	Adequate	Open
Eastern	Blair	Open	1,124	1,024	-100	109.8%	Adequate	Open
William H. Farquhar	Sherwood/Blake	Open/Open	545	752	207	72.5%	Adequate	Open
Forest Oak	Gaithersburg	Open	1,041	949	-92	109.7%	Adequate	Open
Robert Frost	Thomas S. Wootton	Open	874	1,084	210	80.6%	Adequate	Open
Gaithersburg	Gaithersburg	Open	1,000	949	-51	105.4%	Adequate	Open
Herbert Hoover	Winston Churchill	Open	952	1,139	187	83.6%	Adequate	Open
Francis Scott Key	Blake/Springbrook	Open/Open	1,068	961	-107	111.1%	Adequate	Open
Martin Luther King, Jr	Seneca Valley	Open	735	905	170	81.2%	Adequate	Open
Kingsview	Northwest	Open	917	1,041	124	88.1%	Adequate	Open
Lakelands Park	Northwest/Quince Orchard	Open/Open	1,131	1,138	7	99.4%	Adequate	Open
Col. E. Brooke Lee	Kennedy/Northwood	Open/Open	994	1,204	210	82.6%	Adequate	Open
A. Mario Loiederman	Wheaton	Open	977	897	-80	108.9%	Adequate	Open
Montgomery Village	Watkins Mill	Open	758	894	136	84.8%	Adequate	Open
Neelsville	Clarksburg/Watkins Mill	Open/Open	1,053	922	-131	114.2%	Adequate	Open
Newport Mill	Einstein	Open	630	825	195	76.4%	Adequate	Open
North Bethesda	Walter Johnson	Open	1,181	1,229	48	96.1%	Adequate	Open
Parkland	Kennedy/Wheaton	Open/Open	1,077	948	-129	113.6%	Adequate	Open
Rosa Parks	Sherwood	Open	805	978	173	82.3%	Adequate	Open
John Poole	Poolesville	Open	307	468	161	65.6%	Adequate	Open
Thomas W. Pyle	Walt Whitman	Open	1,511	1,502	-9	100.6%	Adequate	Open
Redland	Col. Zadok Magruder	Open	628	757	129	83.0%	Adequate	Open
Ridgeview	Quince Orchard	Open	763	963	200	79.2%	Adequate	Open
Rocky Hill	Clarksburg/Damascus	Open/Open	930	986	56	94.3%	Adequate	Open
Shady Grove	Col. Zadok Magruder	Open	552	859	307	64.3%	Adequate	Open
Silver Spring International	Blair/Northwood	Open/Open	1,259	1,118	-141	112.6%	Adequate	Open
Sligo	Einstein/Northwood	Open/Open	997	915	-82	109.0%	Adequate	Open
Takoma Park	Blair	Open	1,313	1,498	185	87.7%	Adequate	Open
Tilden	Walter Johnson	Open	1,132	1,200	68	94.3%	Adequate	Open
Hallie Wells	Clarksburg/Damascus	Open/Open	880	965	85	91.2%	Adequate	Open
Julius West	Richard Montgomery	Open	1,392	1,445	53	96.3%	Adequate	Open
Westland	Bethesda-Chevy Chase	Open	1,774	1,097	-677	161.7%	Adequate	Open
White Oak	Blake/Springbrook	Open/Open	895	962	67	93.0%	Adequate	Open
Earle B. Wood	Rockville	Open	1,106	952	-154	116.2%	Adequate	Open

\* Adequate due to CIP solution only.

\*\* If not for the CIP solution, this school service area's status would be "Moratorium."

## Montgomery County Policy Areas

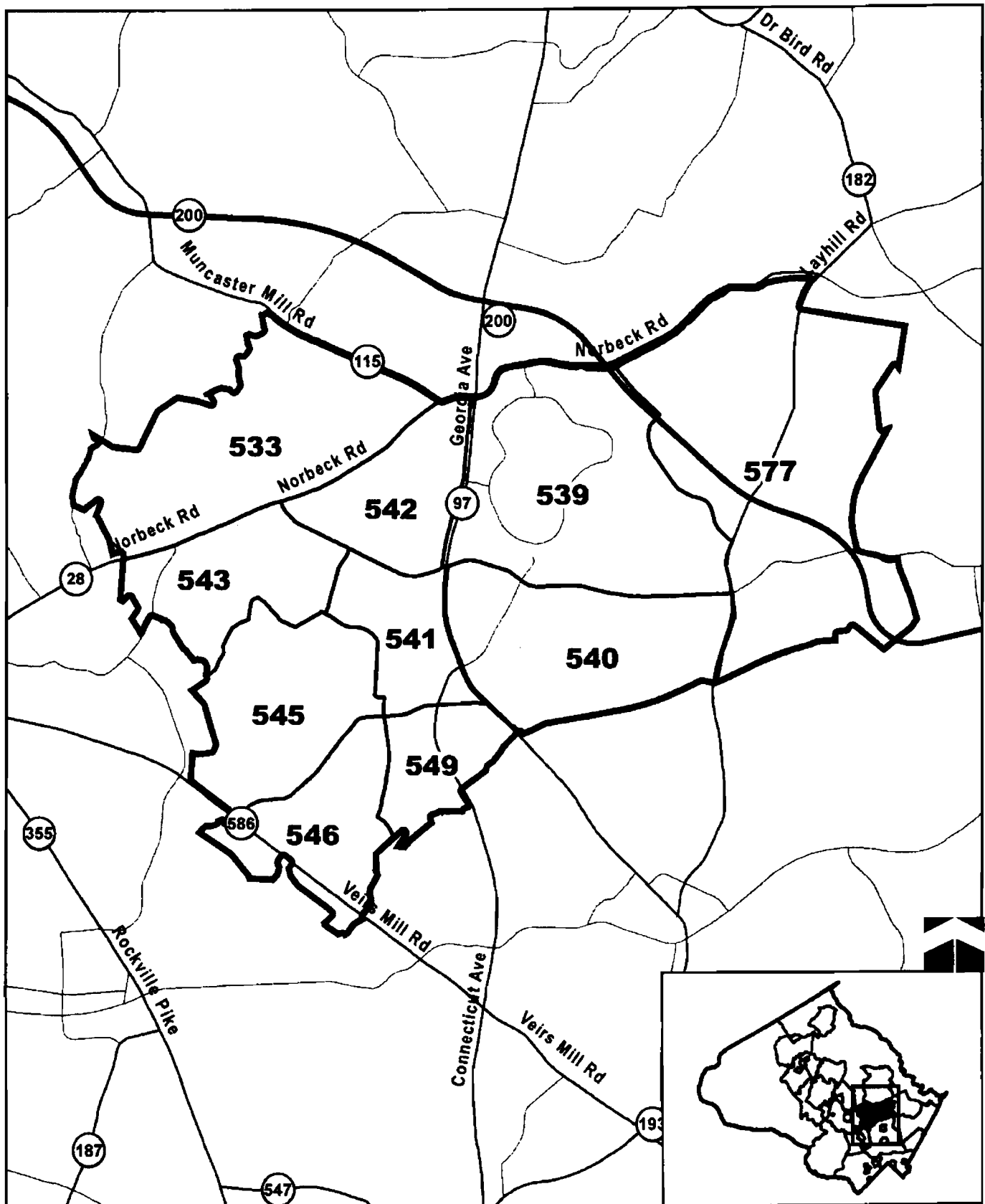


- |                             |                                |
|-----------------------------|--------------------------------|
| 1. Aspen Hill               | 20. Long Branch                |
| 2. Bethesda CBD             | 21. Montgomery Village/Airpark |
| 3. Bethesda/Chew Chase      | 22. North Bethesda             |
| 4. Burtonsville Town Center | 23. North Potomac              |
| 5. Chew Chase Lake          | 24. Olney                      |
| 6. Clarksburg               | 25. Potomac                    |
| 7. Clarksburg Town Center   | 26. R&D Village                |
| 8. Cloverly                 | 27. Rockville City             |
| 9. Damascus                 | 28. Rockville Town Center      |
| 10. Derwood                 | 29. Rural East                 |
| 11. Fairland/Colesville     | 30. Rural West                 |
| 12. Friendship Heights      | 31. Shady Grove Metro Station  |
| 13. Gaithersburg City       | 32. Silver Spring CBD          |
| 14. Germantown East         | 33. Silver Spring/Takoma Park  |
| 15. Germantown Town Center  | 34. Takoma/Langley             |
| 16. Germantown West         | 35. Twinbrook                  |
| 17. Glenmont                | 36. Wheaton CBD                |
| 18. Grosvenor               | 37. White Flint                |
| 19. Kensington/Wheaton      | 38. White Oak                  |

# Aspen Hill Policy Area

with Traffic Analysis Zones

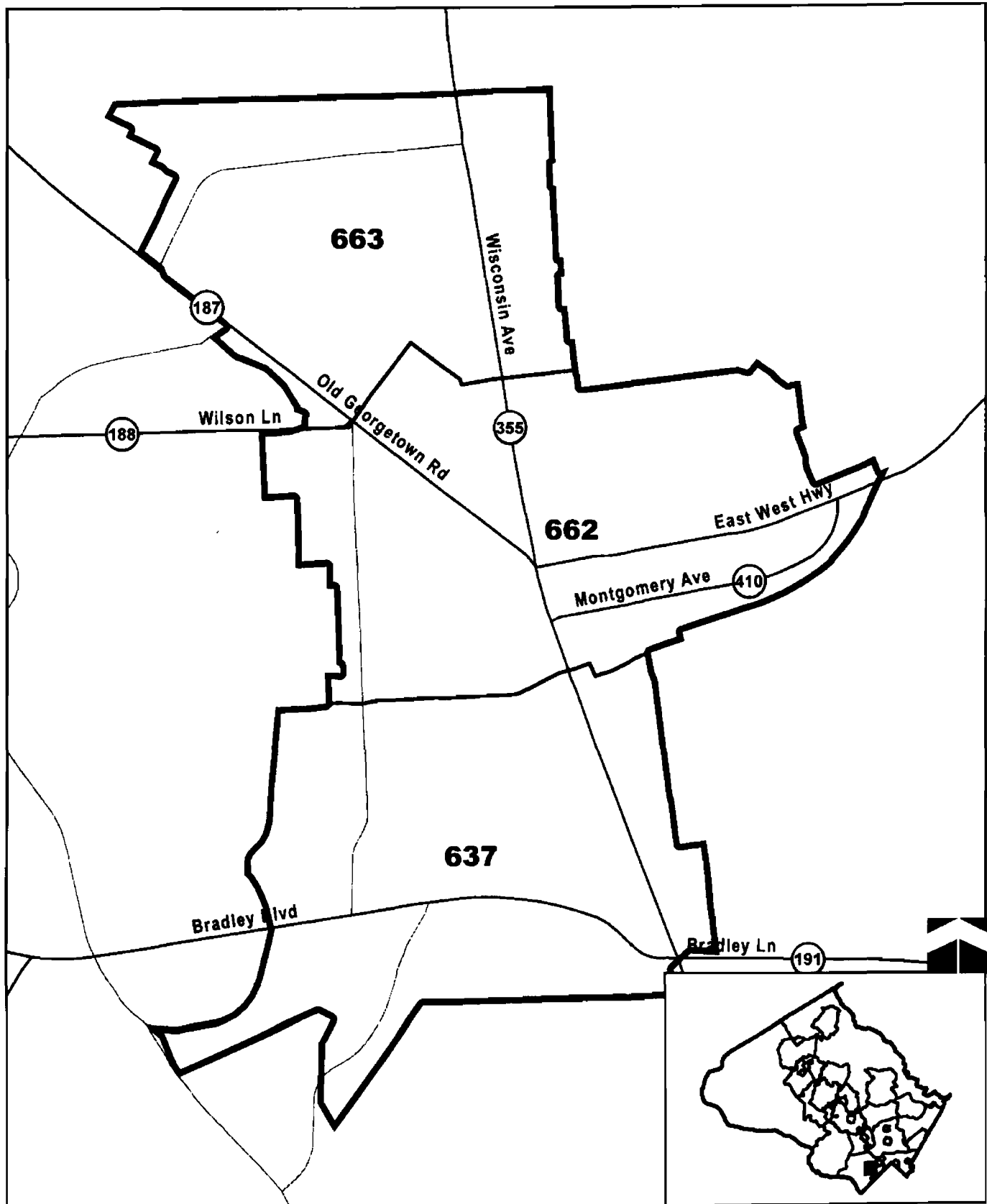
MAP 1



# Bethesda CBD Policy Area

MAP 2

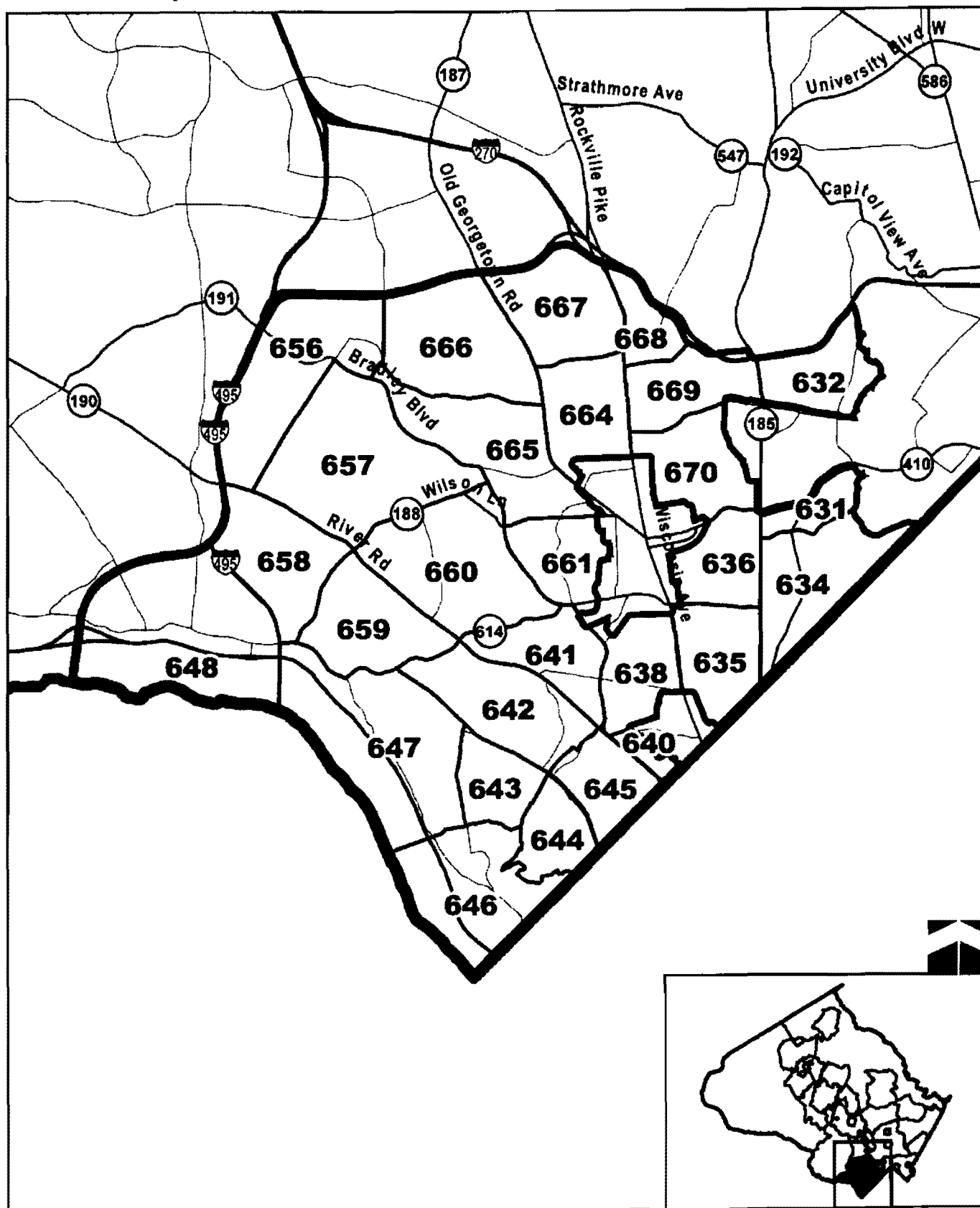
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# Bethesda/Chevy Chase Policy Area

MAP 3

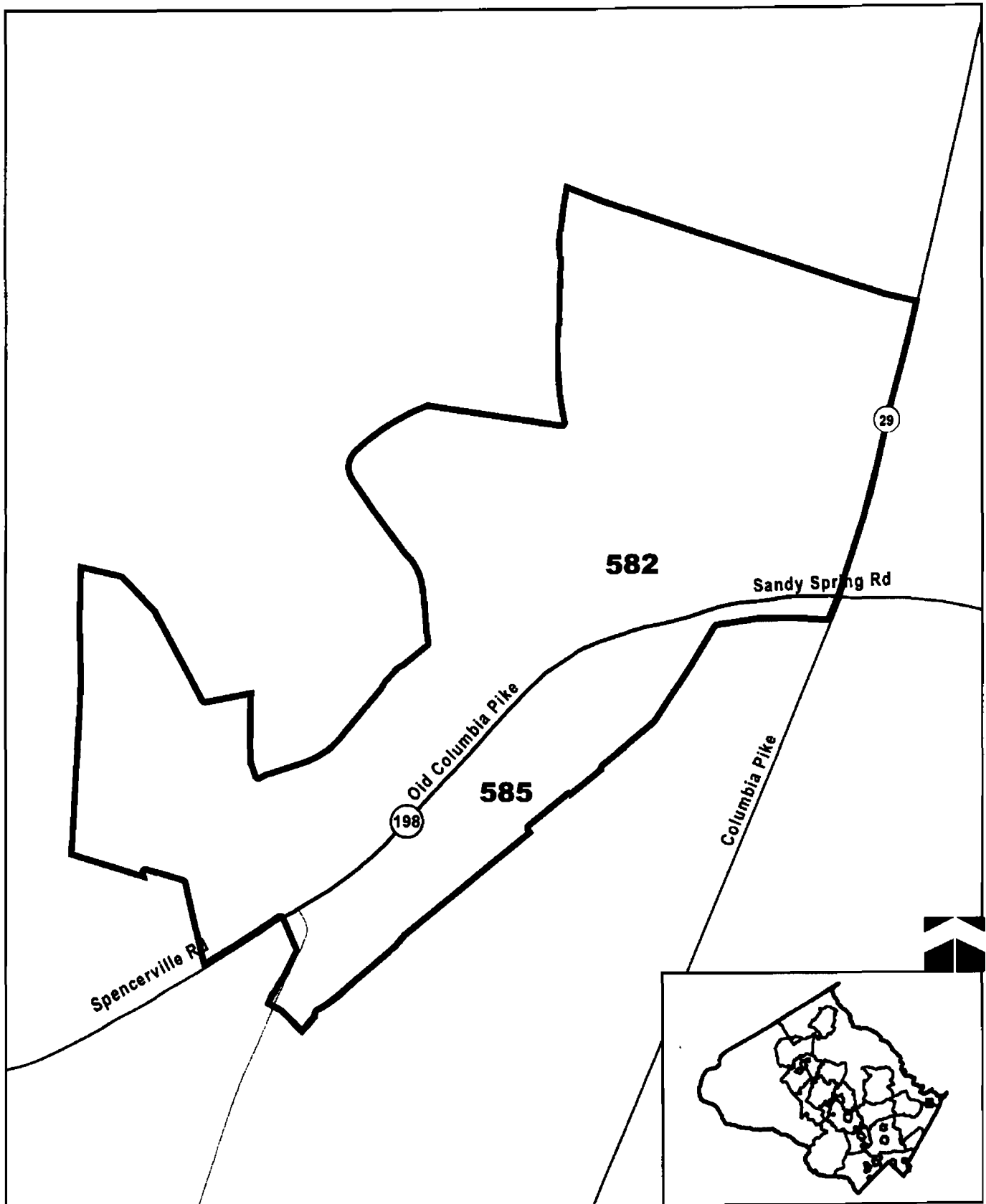
with Traffic Analysis Zones



# Burtonsville Town Center Policy Area

MAP 4

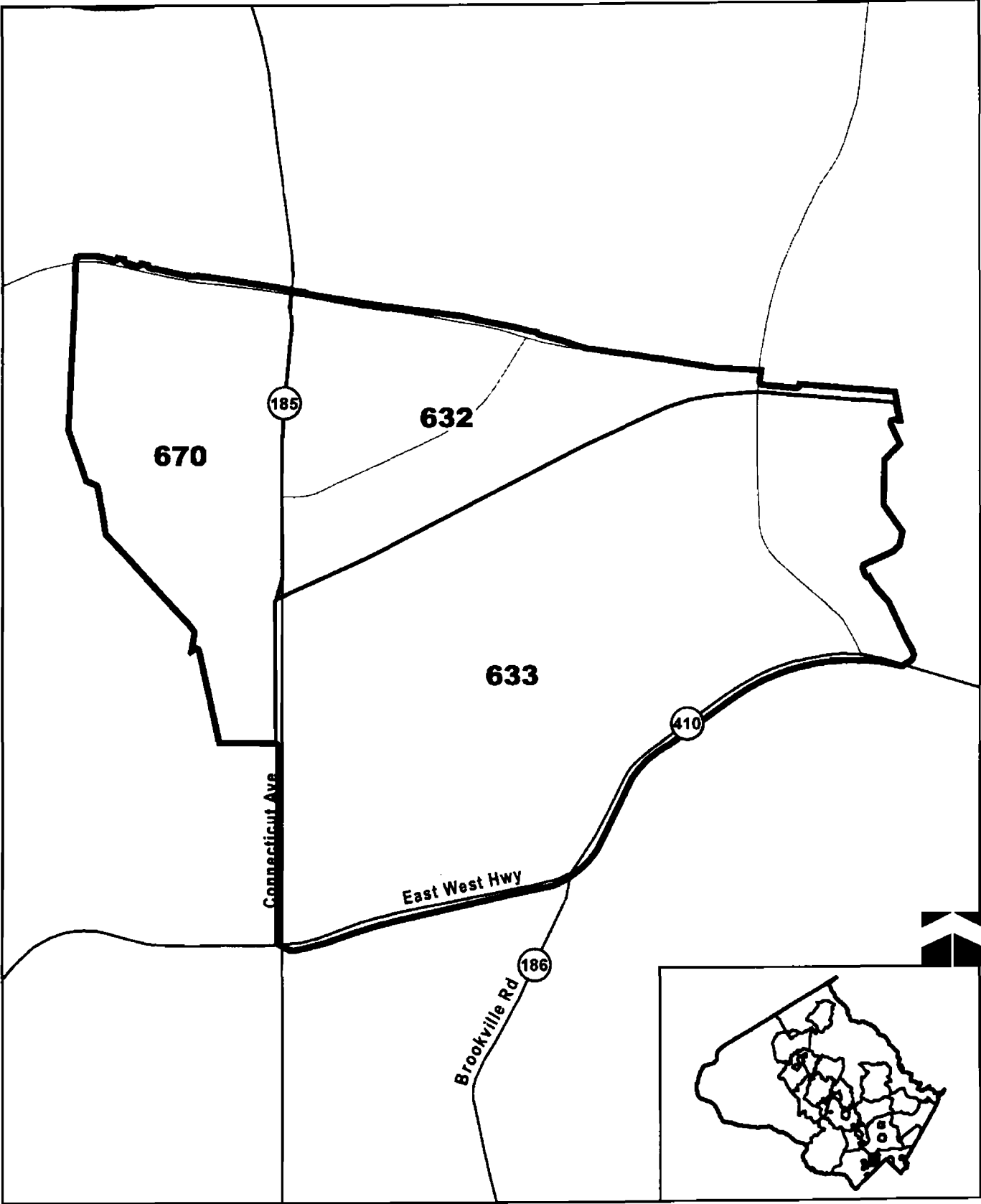
with Traffic Analysis Zones



# Chevy Chase Lake Policy Area

MAP 5

with Traffic Analysis Zones

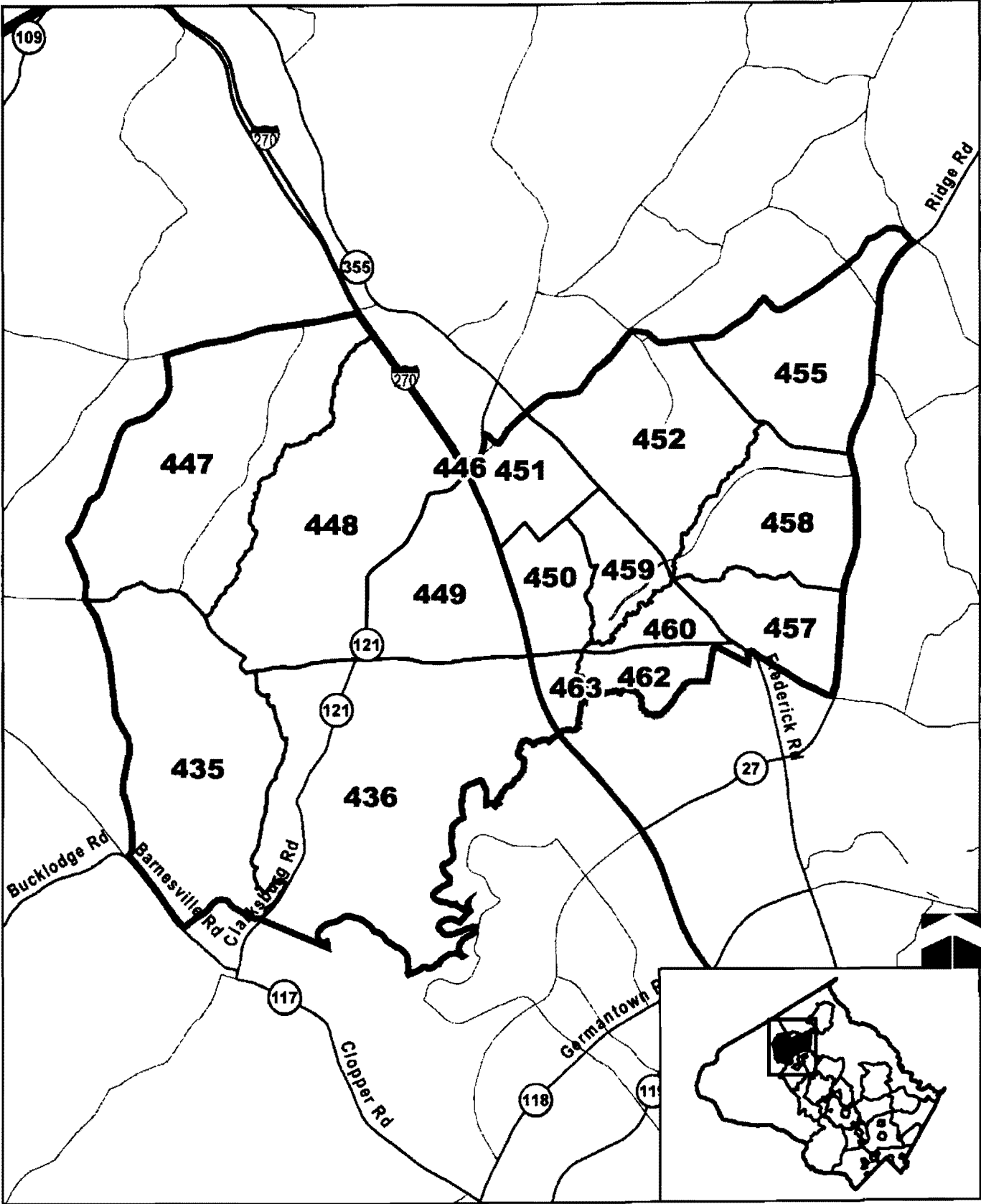




# Clarksburg Policy Area

MAP 6

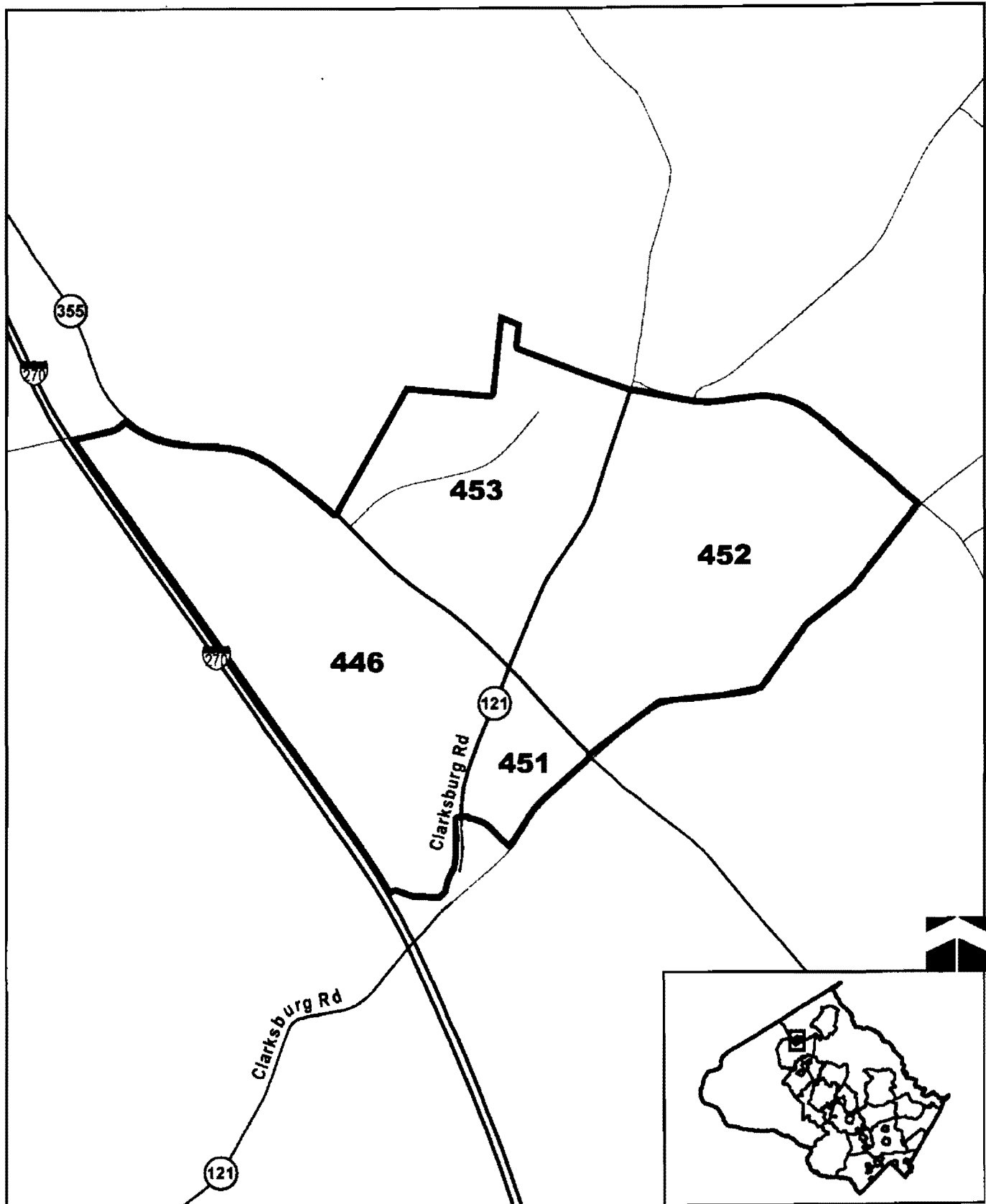
with Traffic Analysis Zones



# Clarksburg Town Center Policy Area

MAP 7

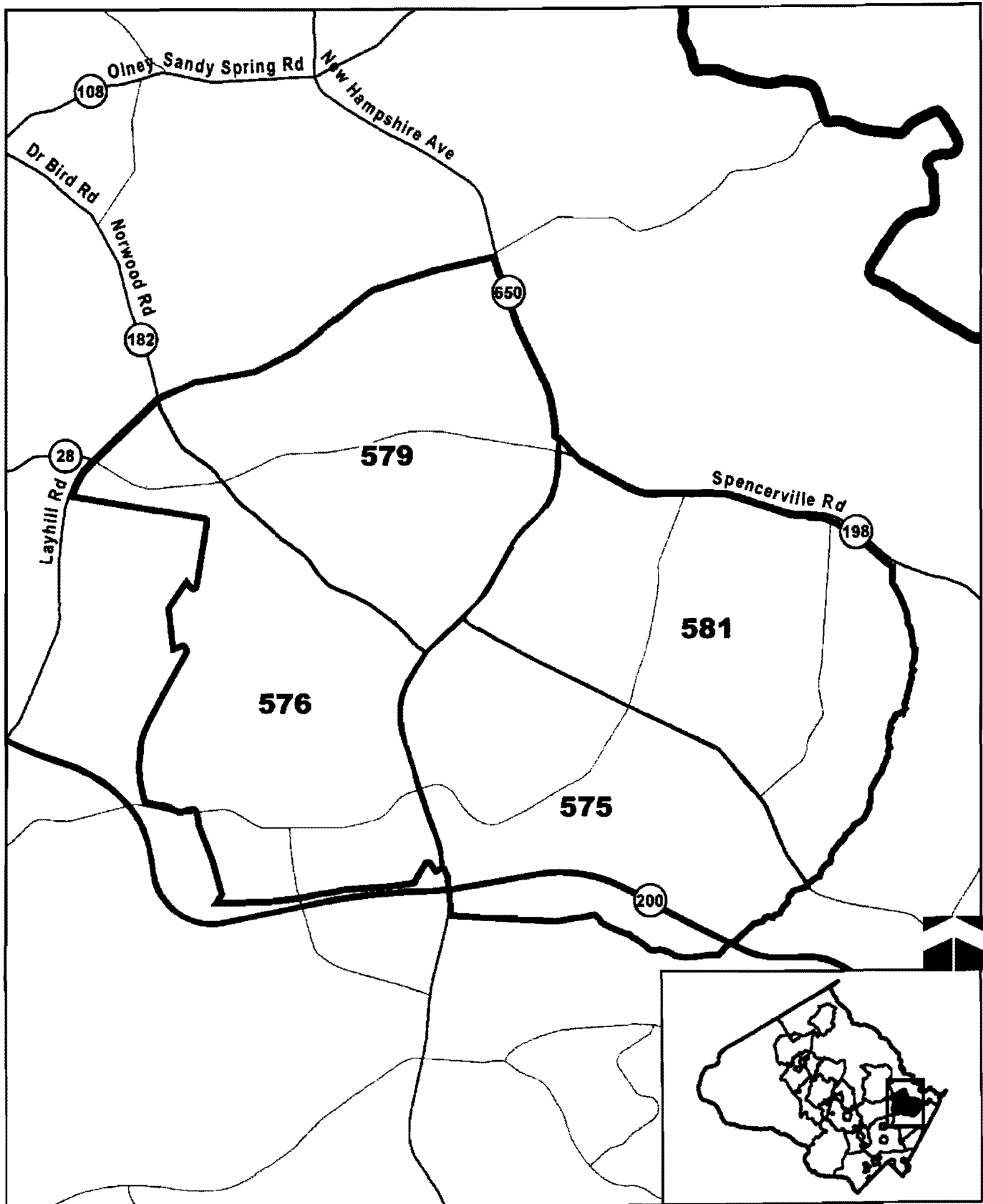
with Traffic Analysis Zones



# Cloverly Policy Area

with Traffic Analysis Zones

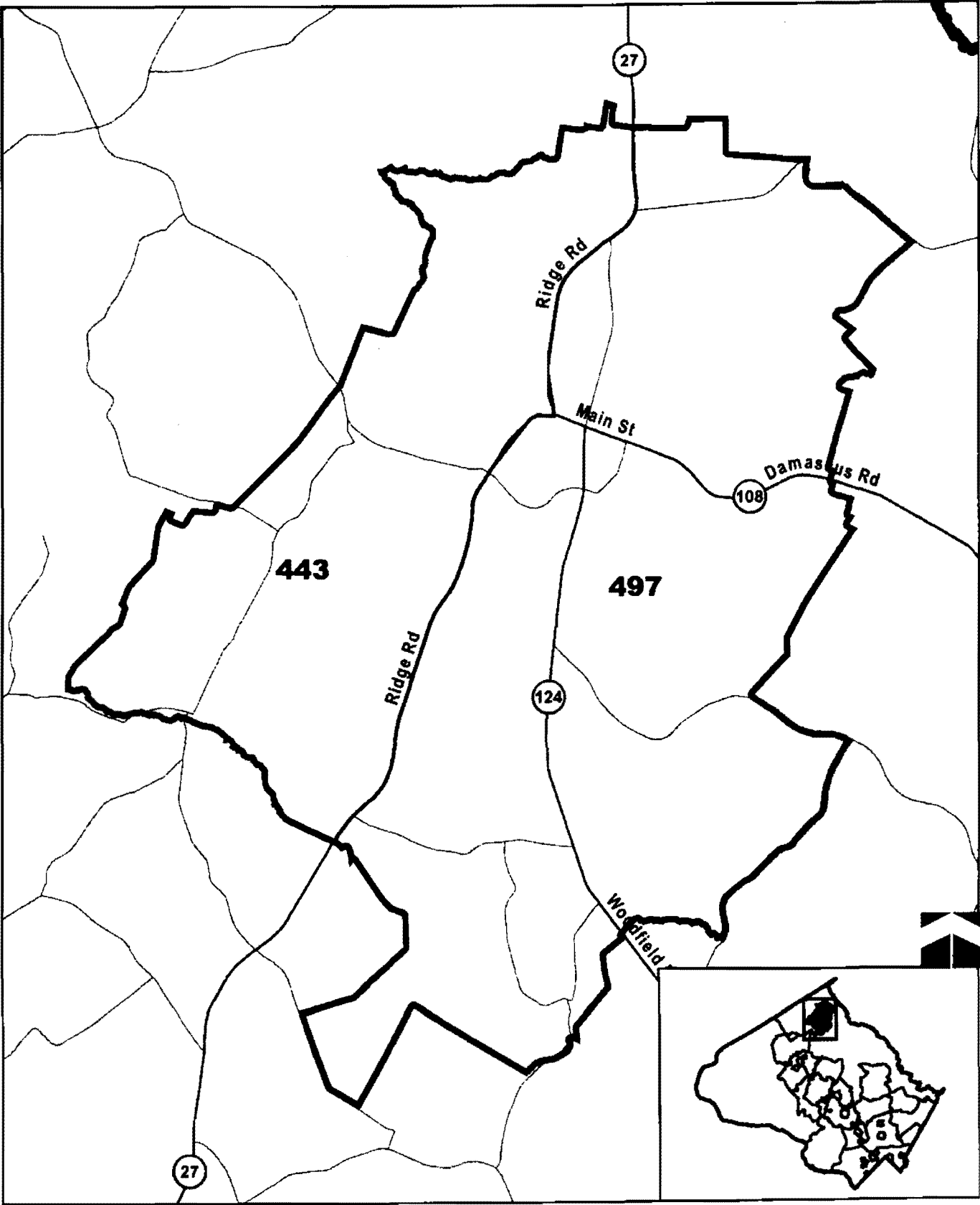
MAP 8



# Damascus Policy Area

MAP 9

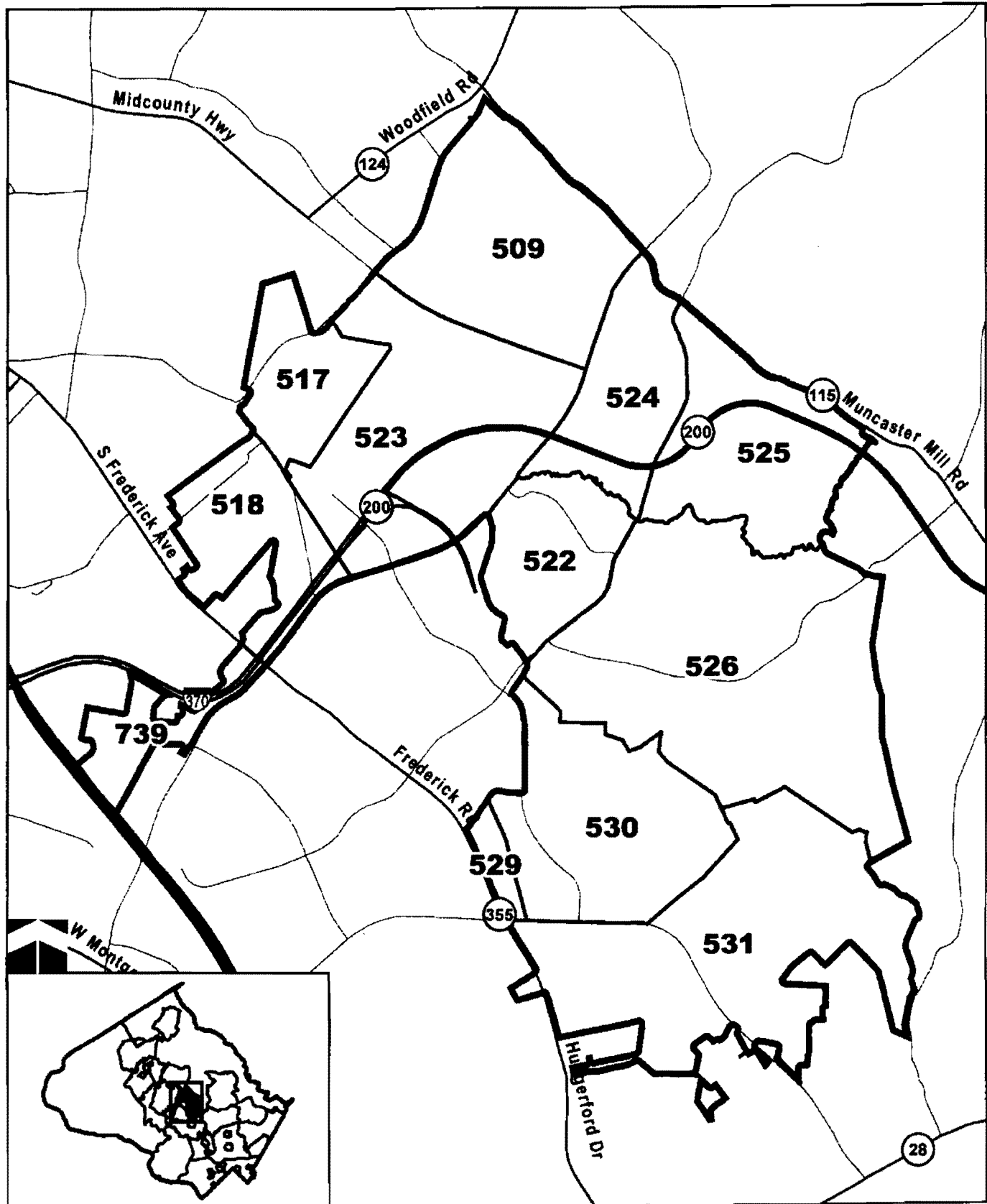
with Traffic Analysis Zones



# Derwood Policy Area

MAP 10

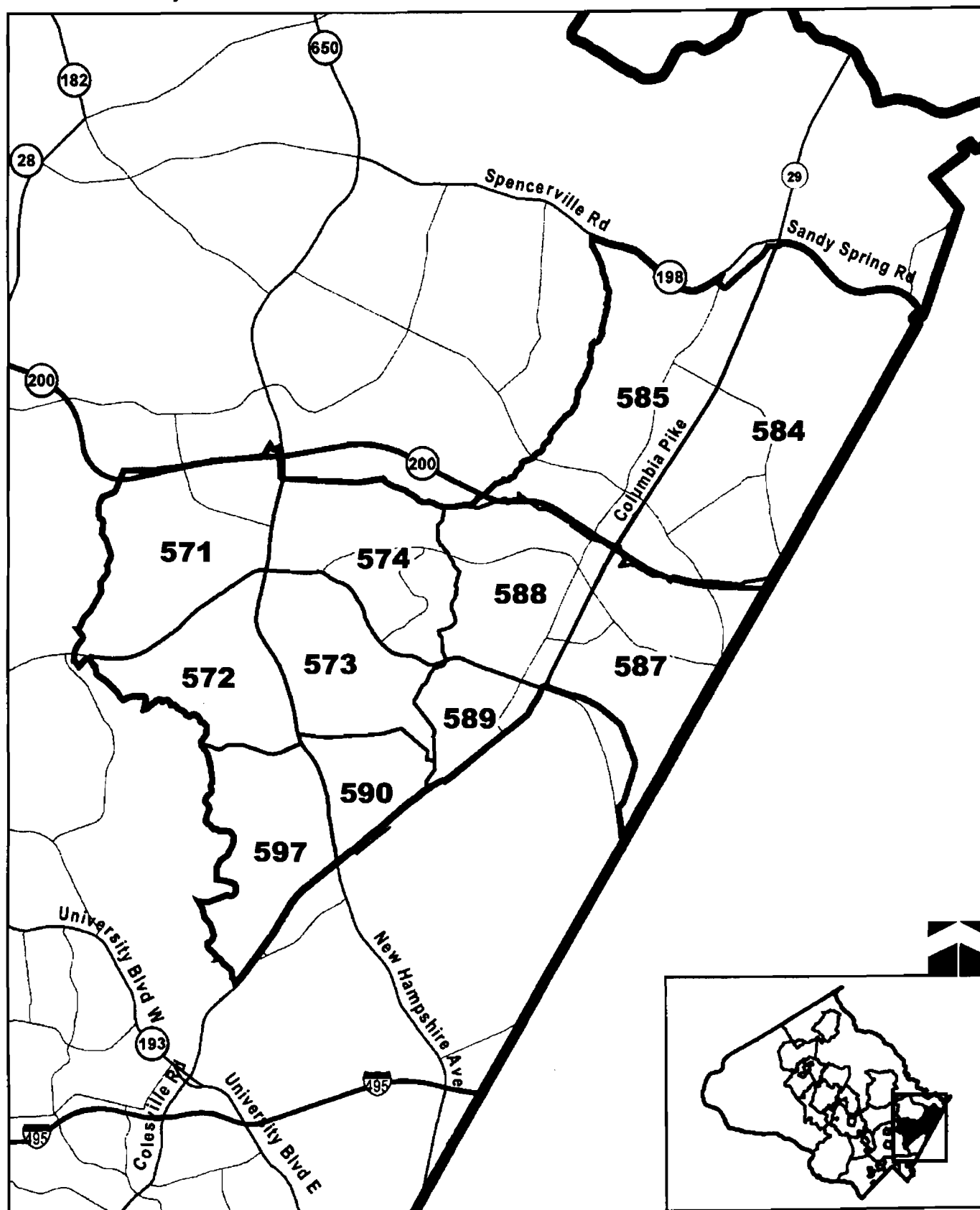
with Traffic Analysis Zones



# Fairland/Colesville Policy Area

MAP 11

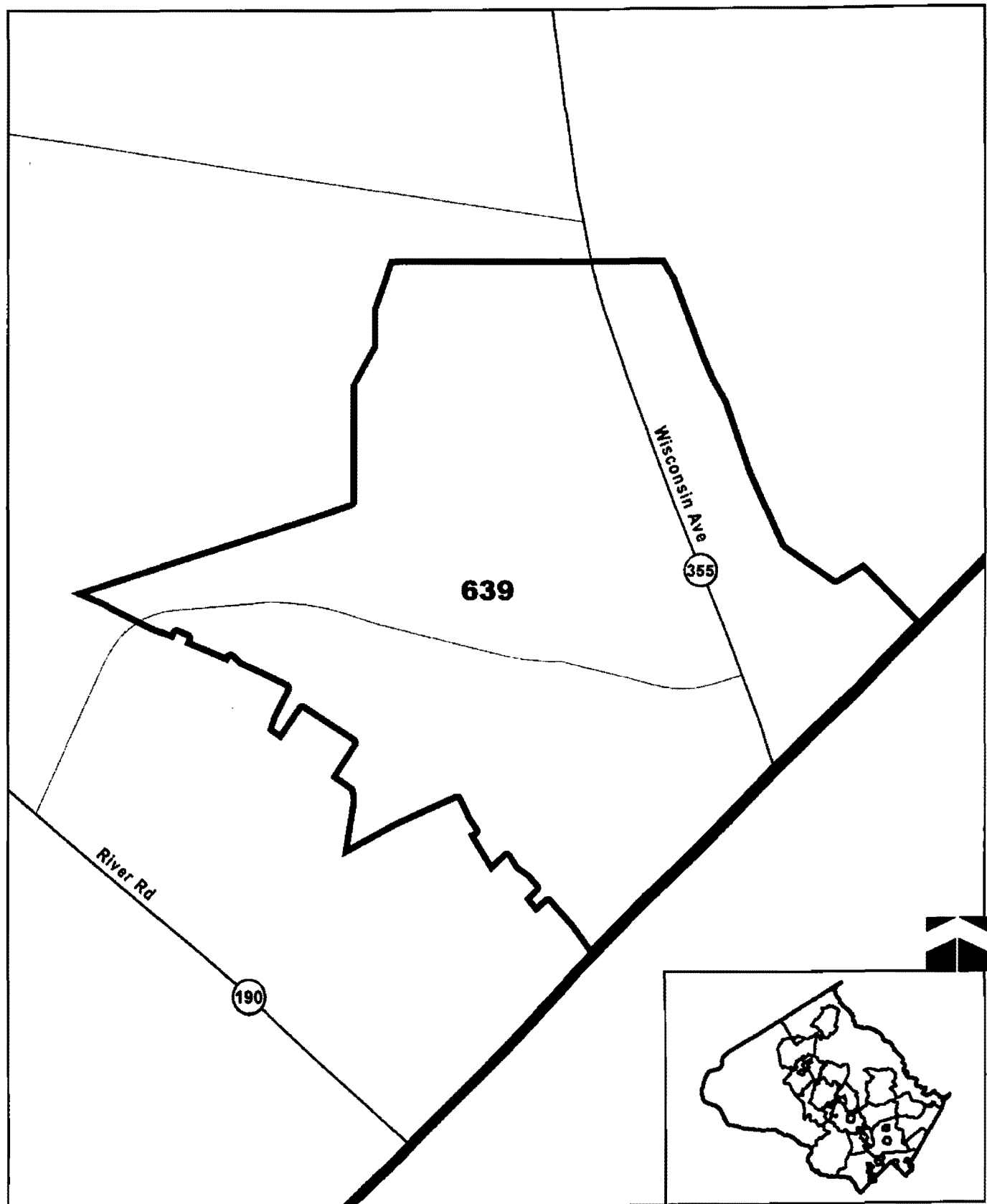
with Traffic Analysis Zones



# Friendship Heights Policy Area

with Traffic Analysis Zones

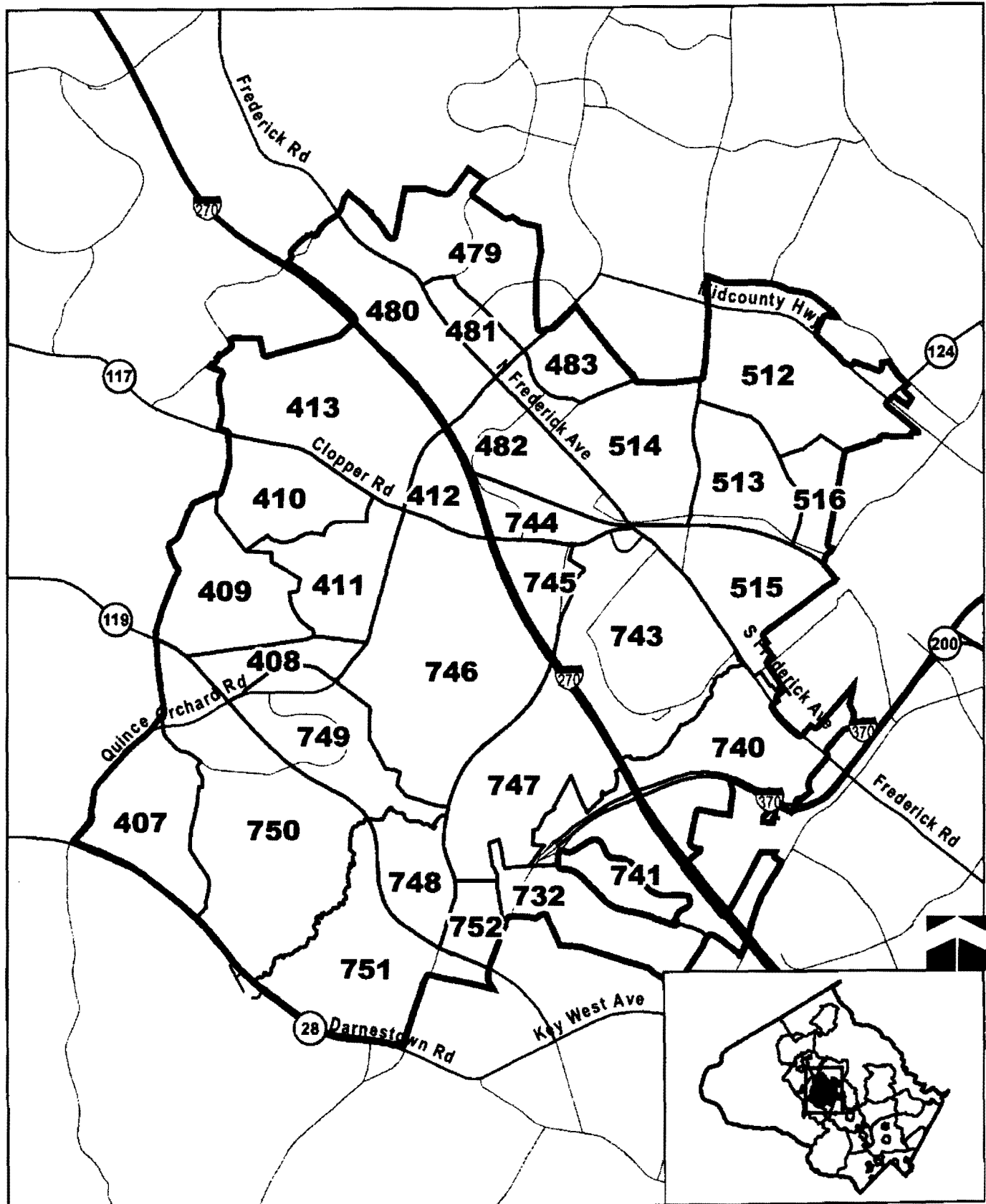
MAP 12



# Gaithersburg City Policy Area

MAP 13

with Traffic Analysis Zones

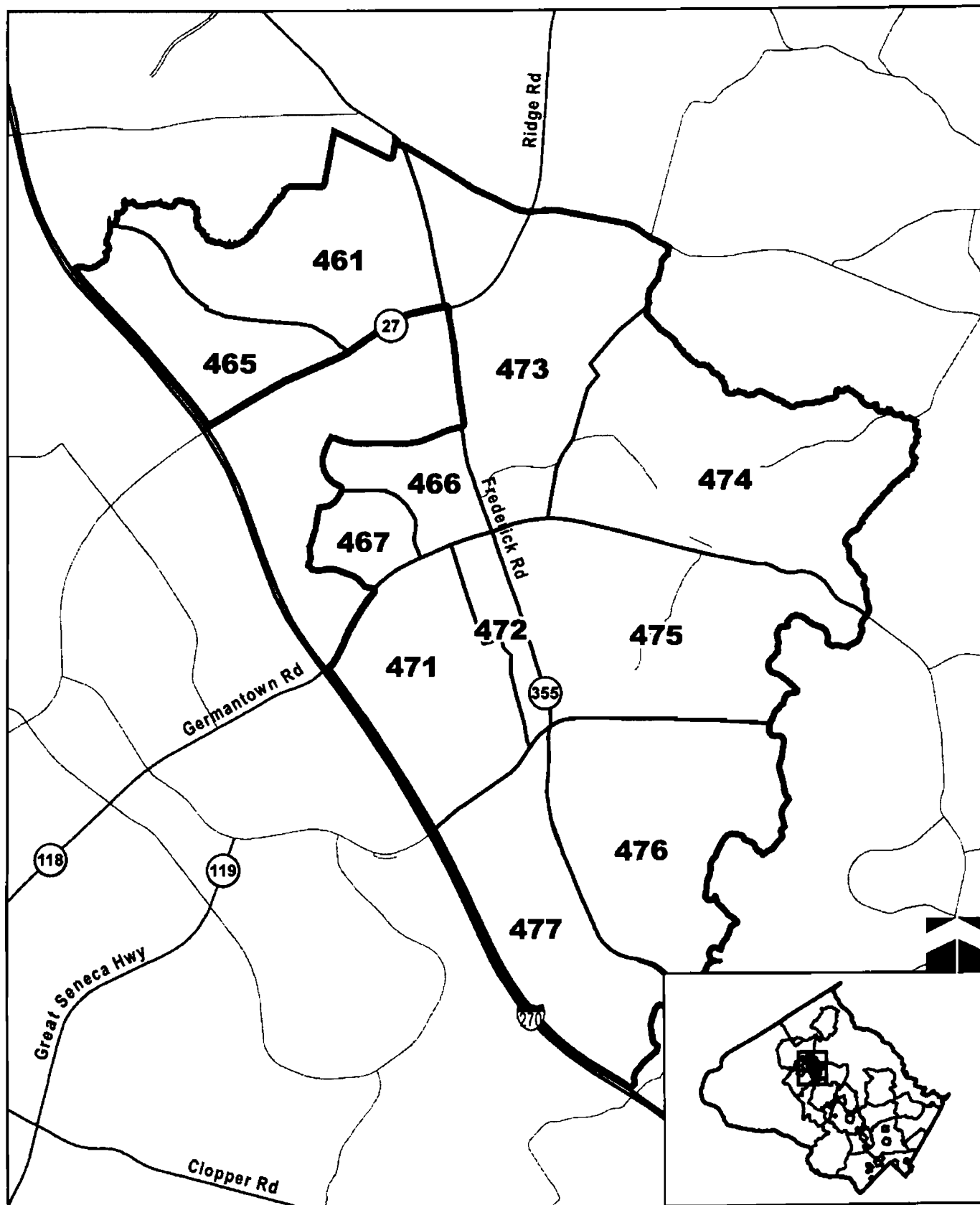




# Germantown East Policy Area

MAP 14

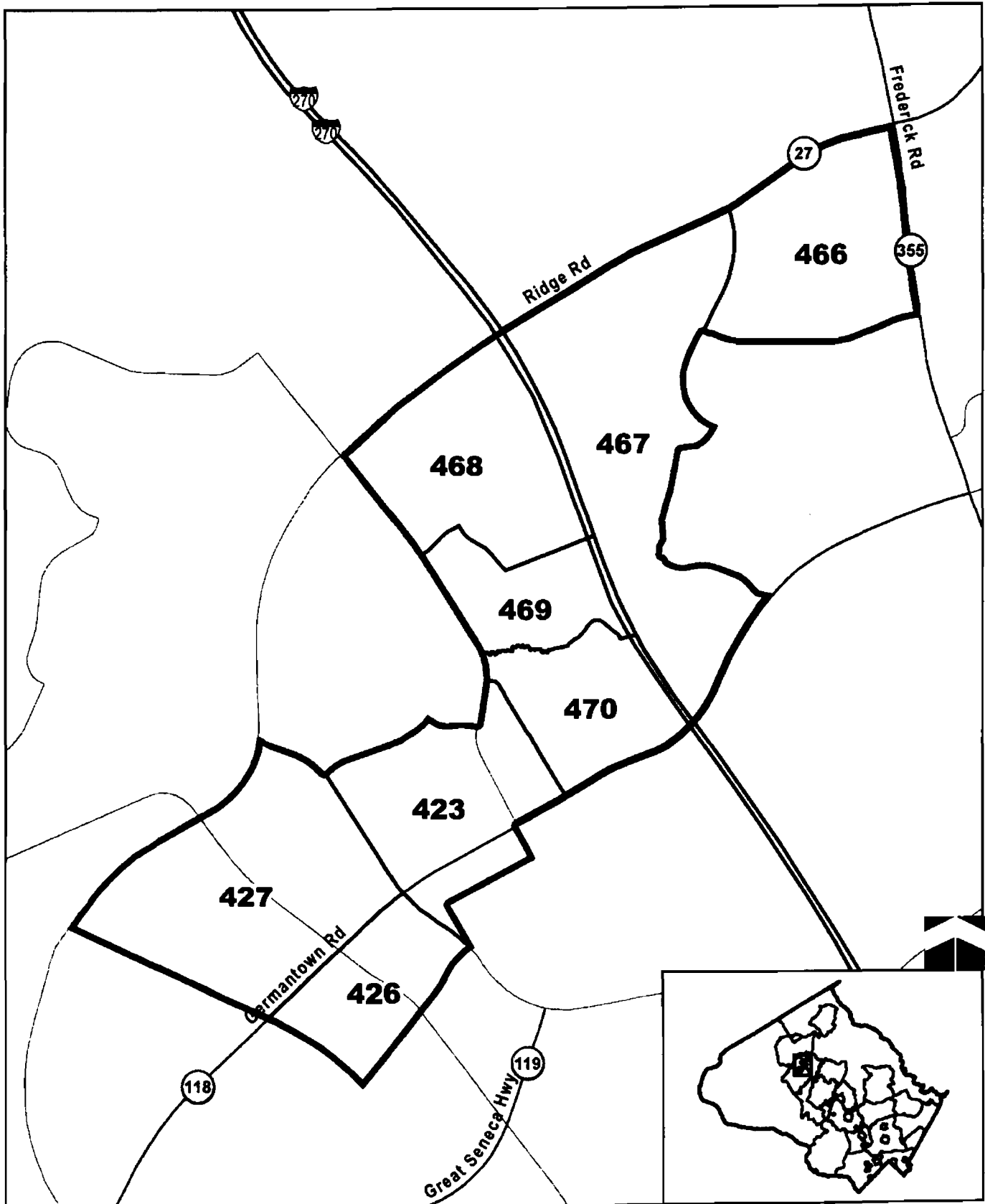
with Traffic Analysis Zones



# Germantown Town Center Policy Area

MAP 15

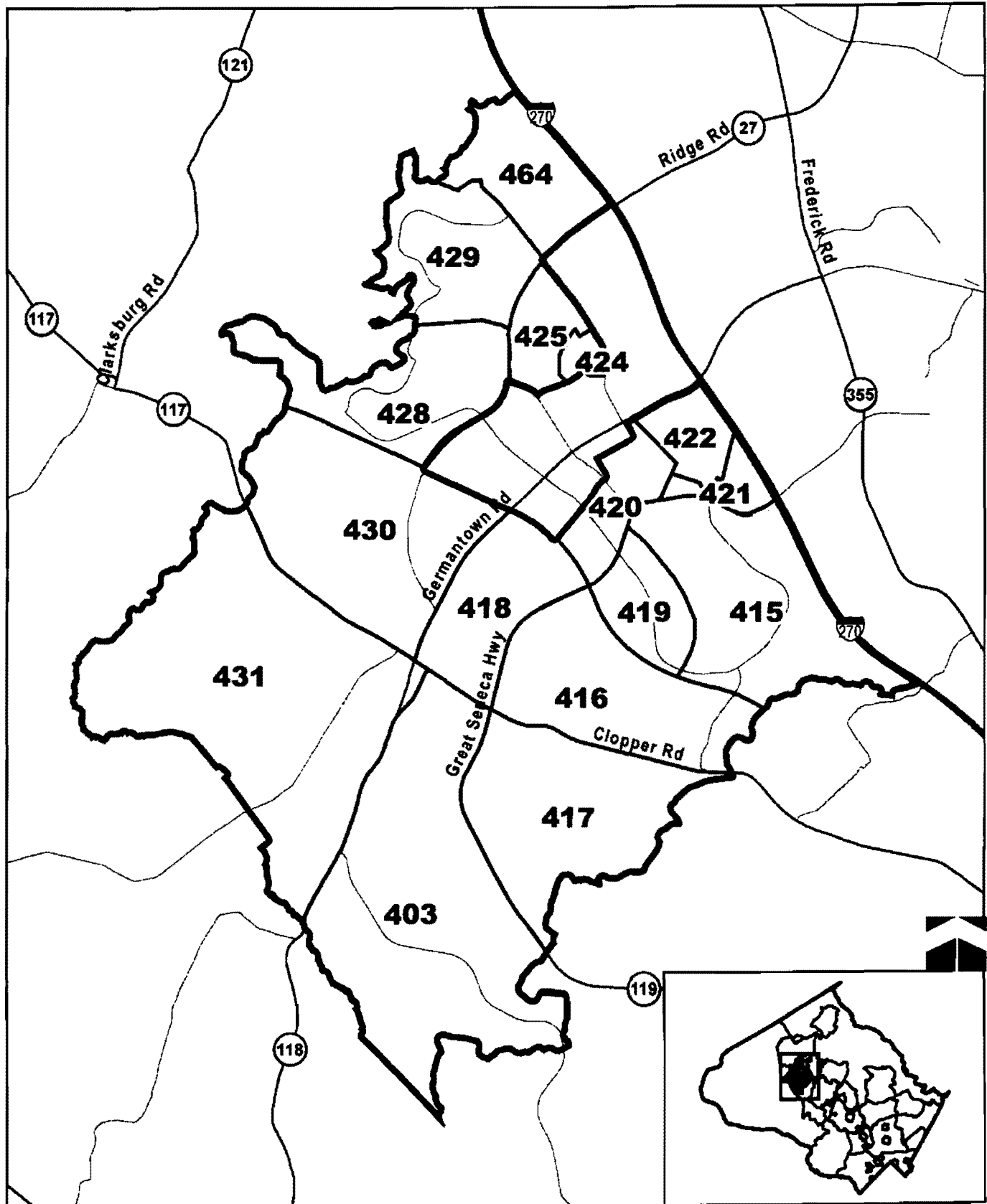
with Traffic Analysis Zones



# Germantown West Policy Area

MAP 16

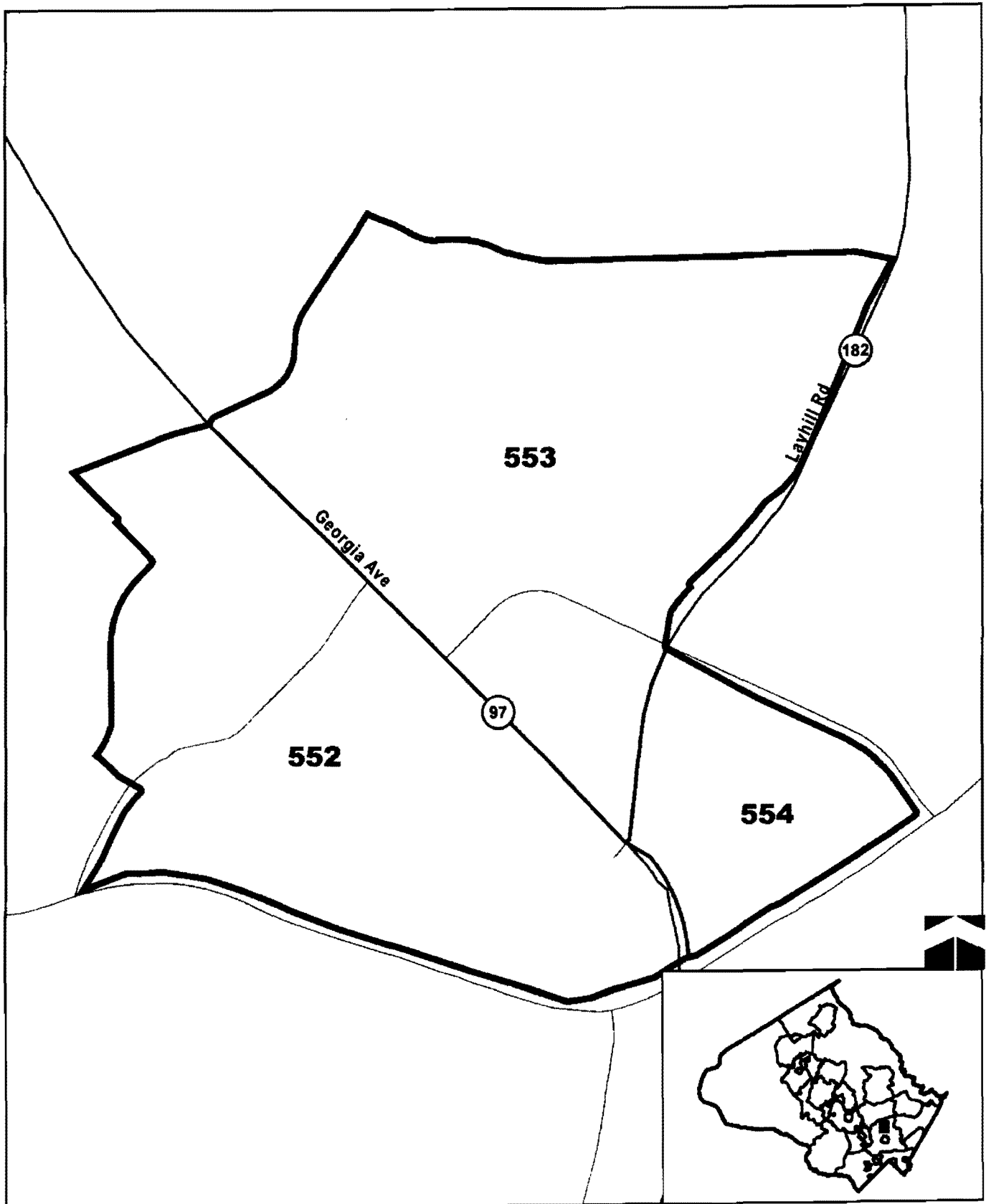
with Traffic Analysis Zones



# Glenmont Policy Area

with Traffic Analysis Zones

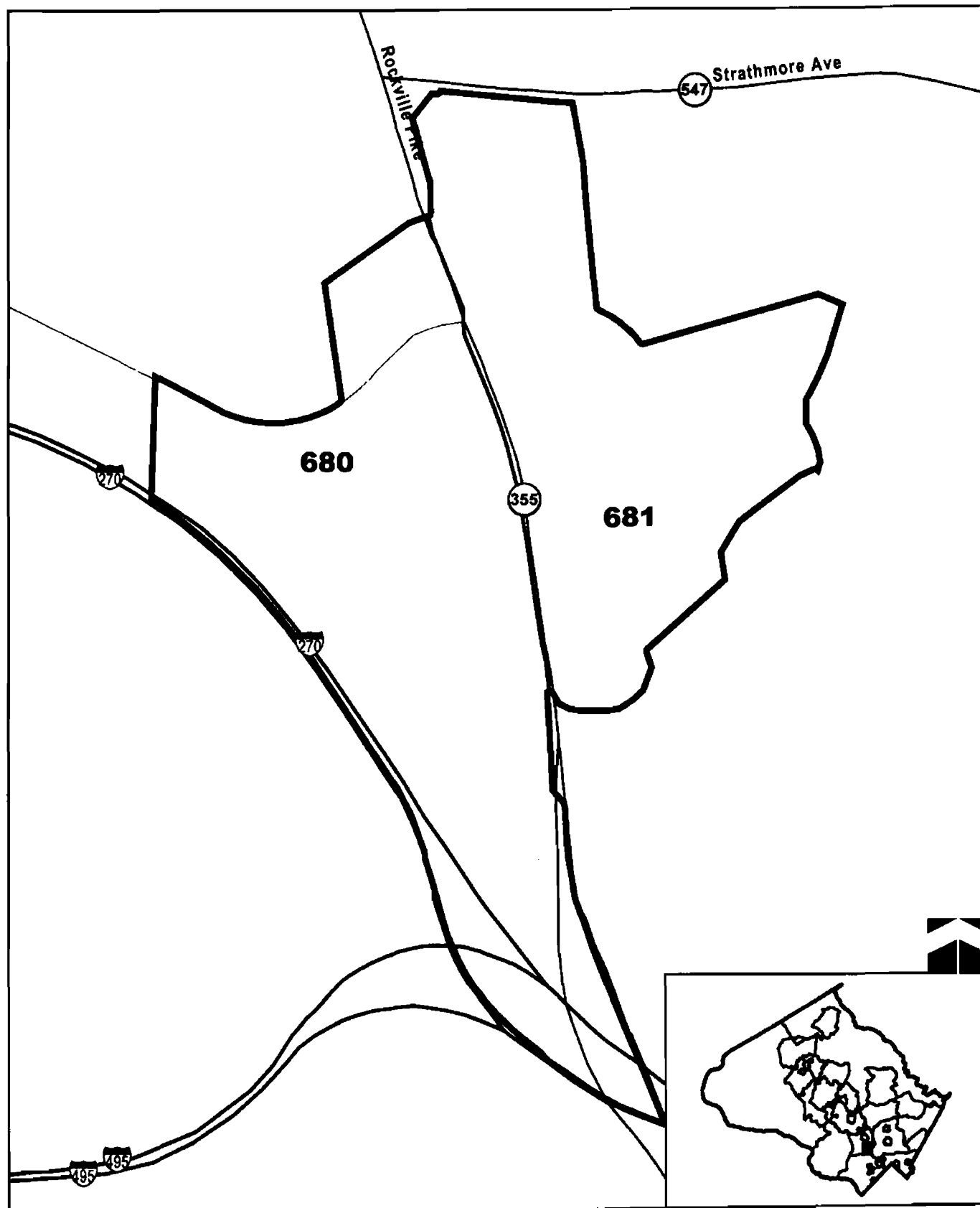
MAP 17



# Grosvenor Policy Area

MAP 18

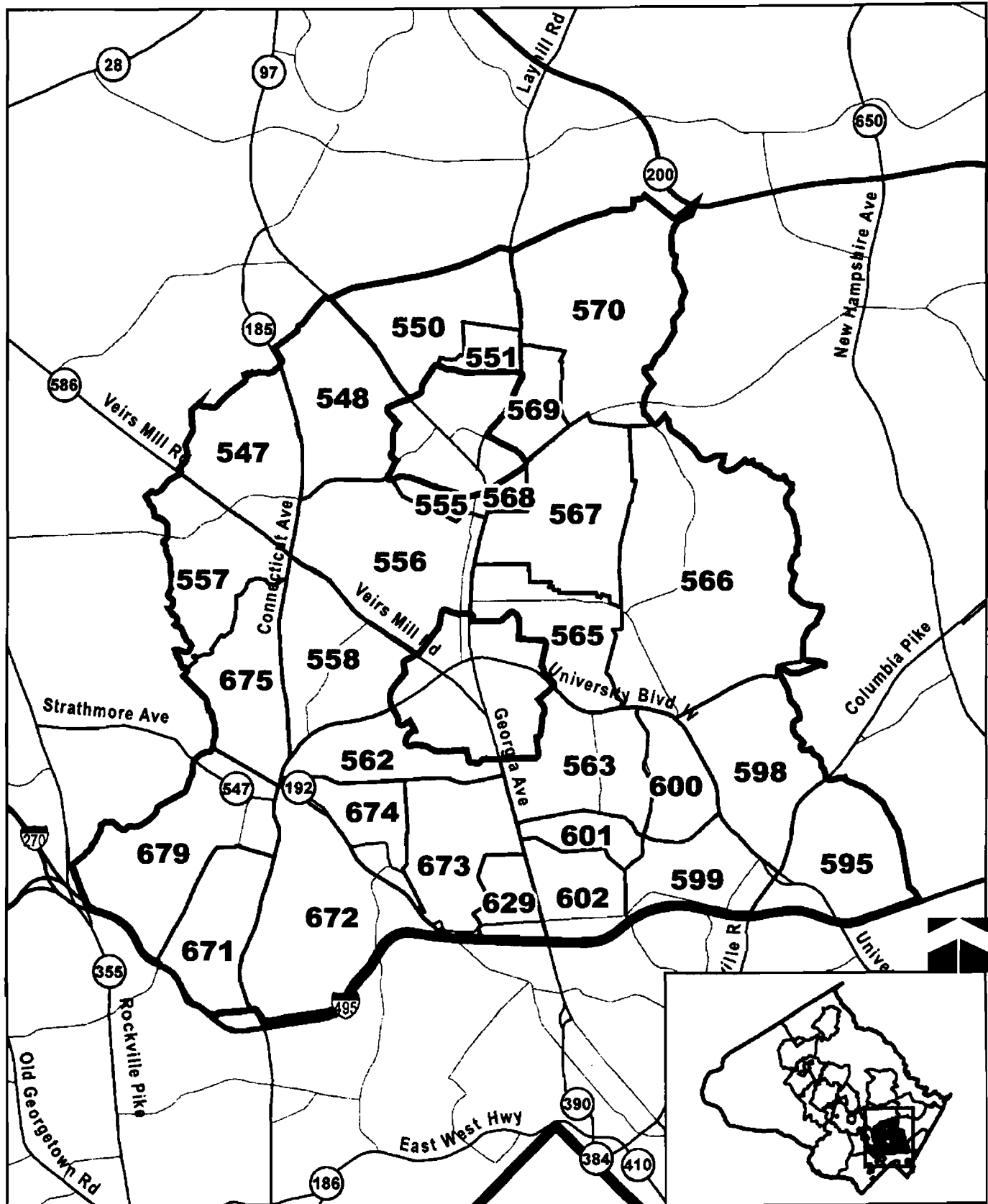
with Traffic Analysis Zones



# Kensington/Wheaton Policy Area

MAP 19

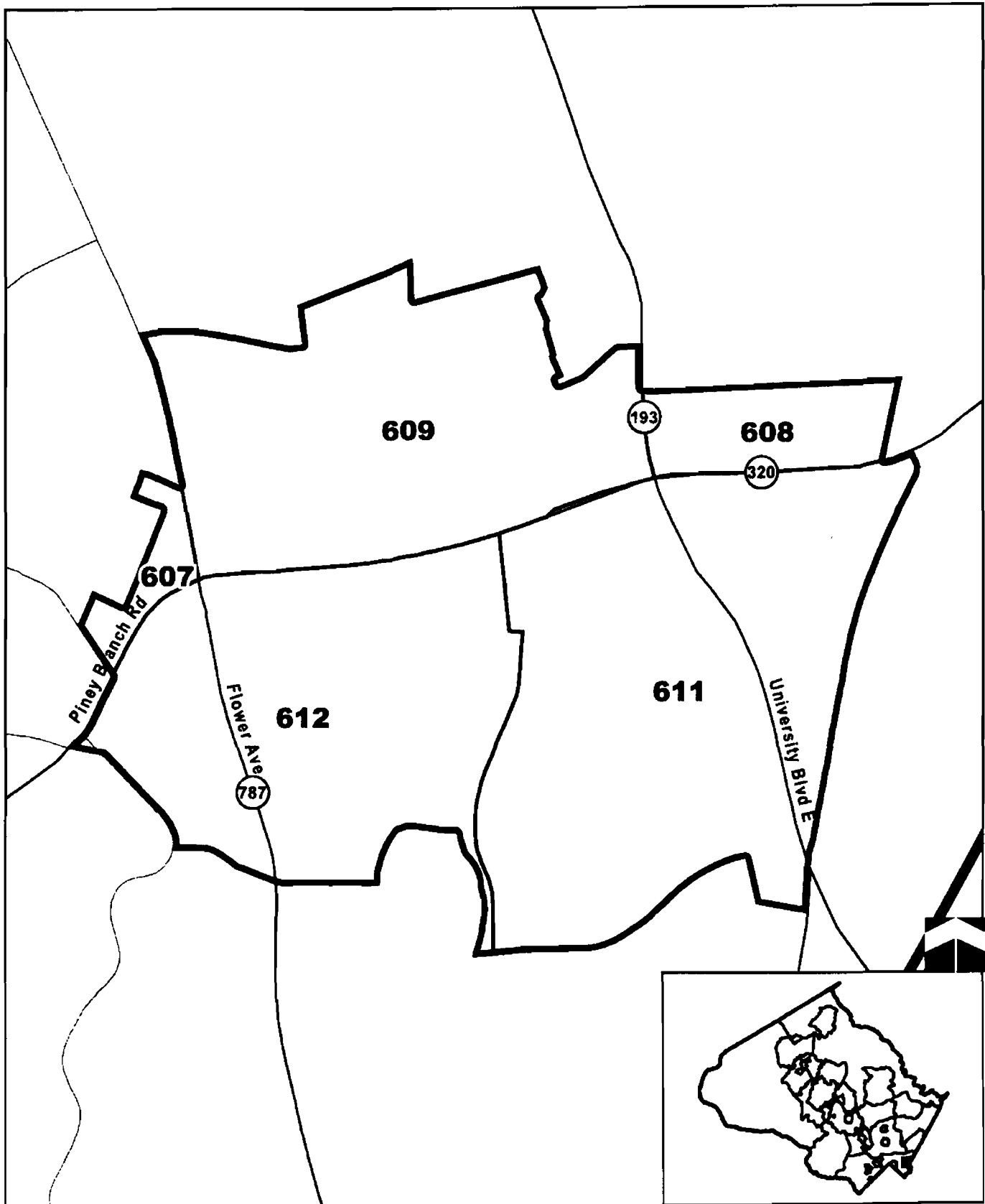
with Traffic Analysis Zones



# Long Branch Policy Area

MAP 20

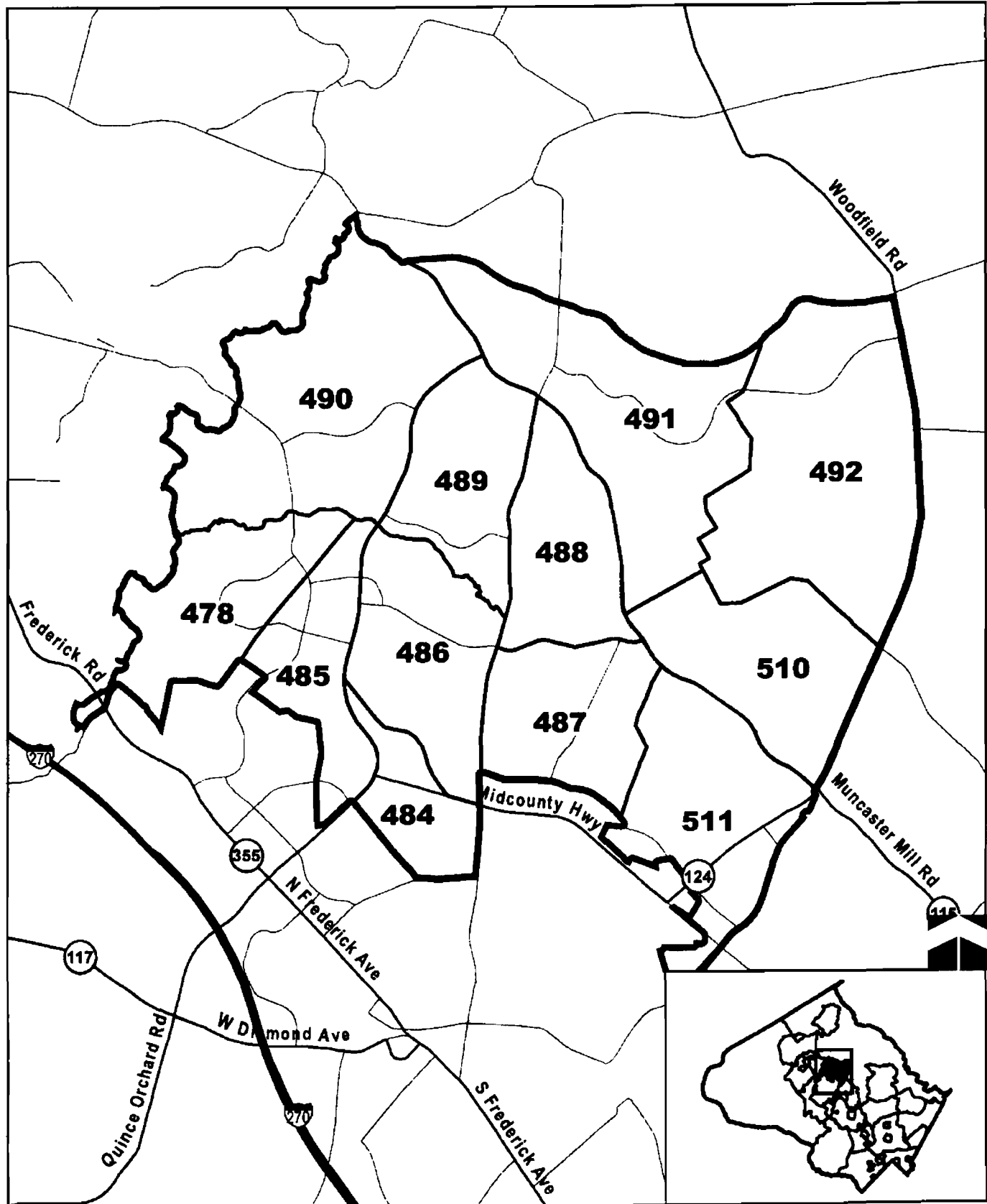
with Traffic Analysis Zones



# Montgomery Village/Airpark Policy Area

MAP 21

with Traffic Analysis Zones

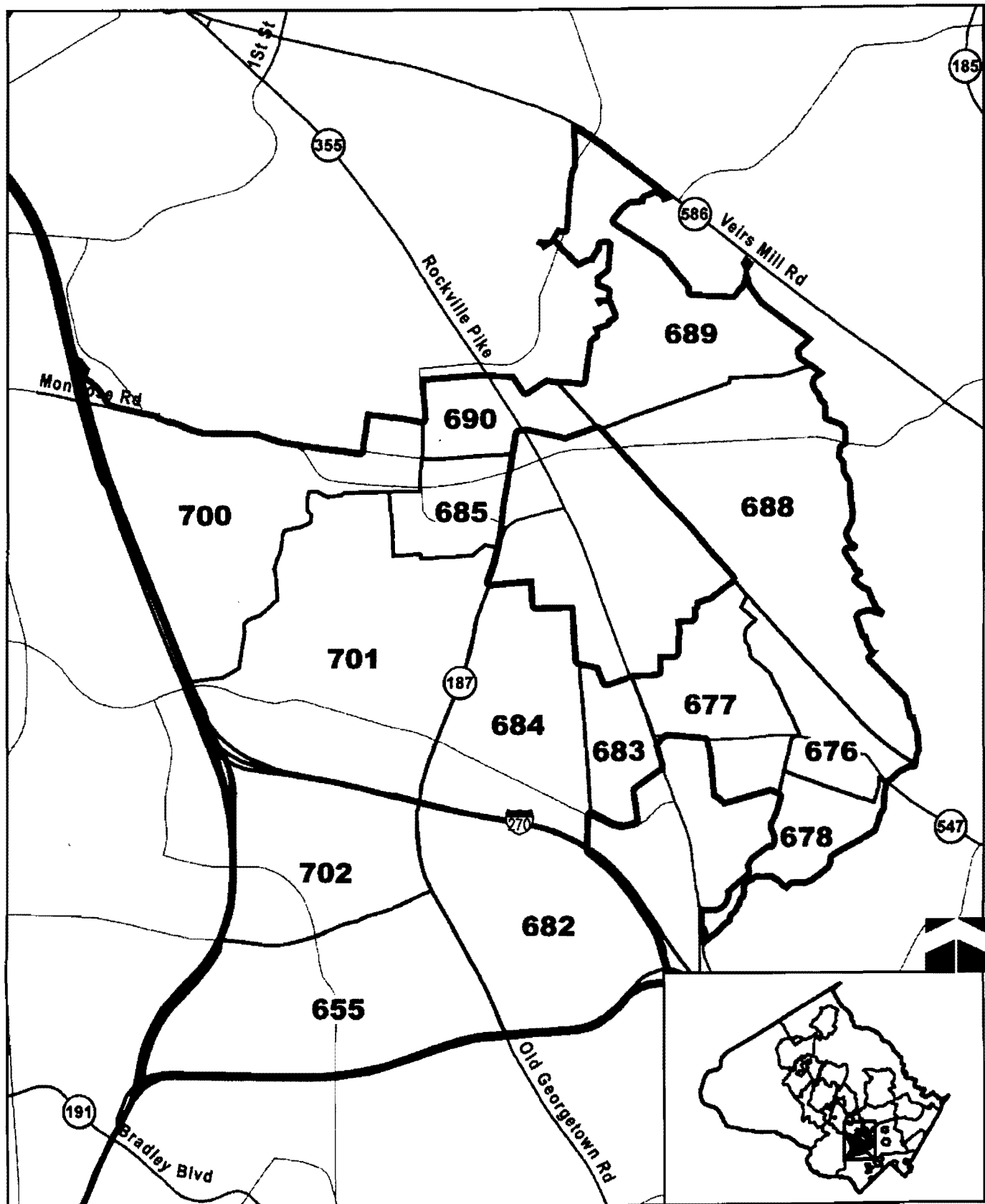




# North Bethesda Policy Area

MAP 22

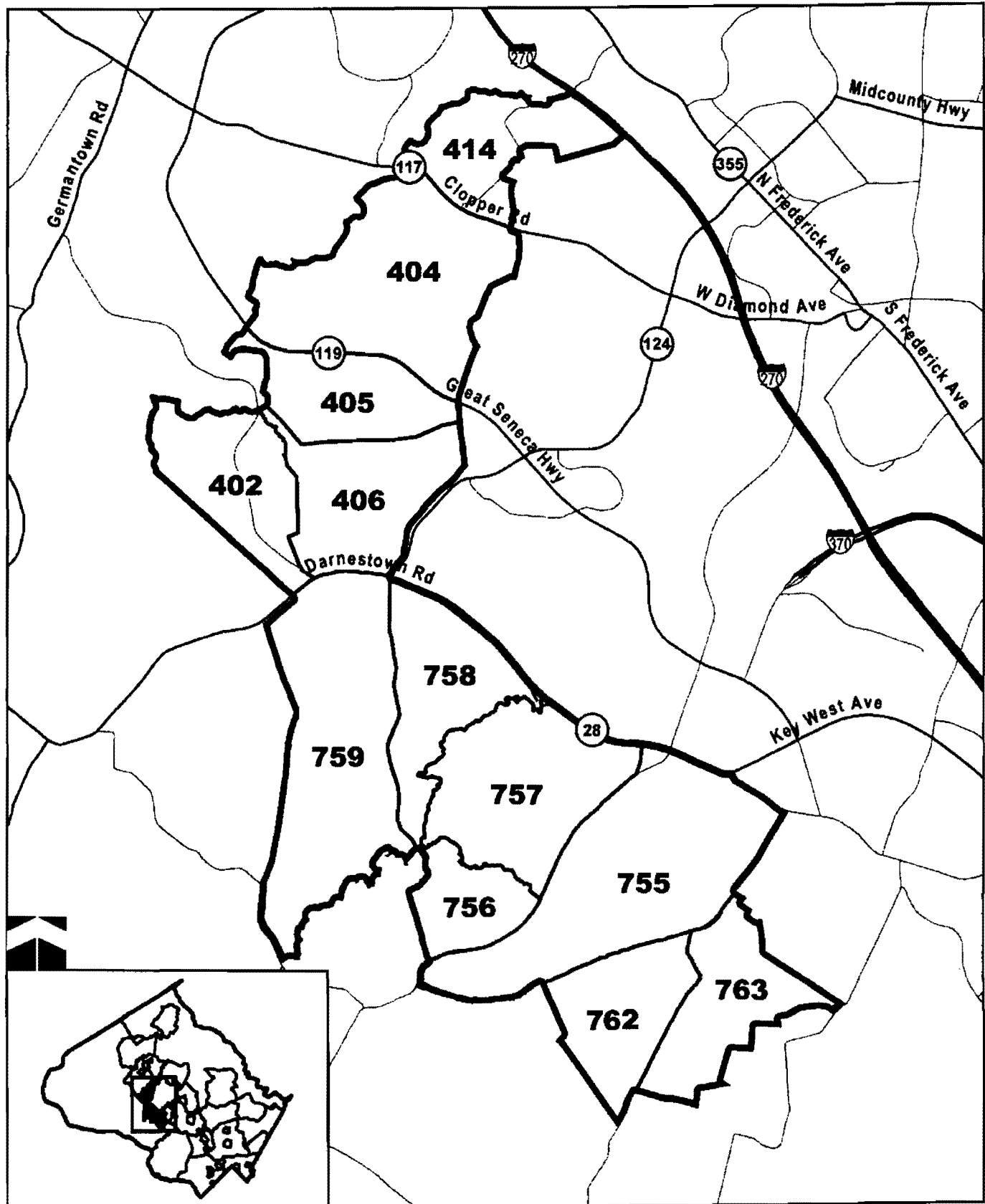
with Traffic Analysis Zones



# North Potomac Policy Area

MAP 23

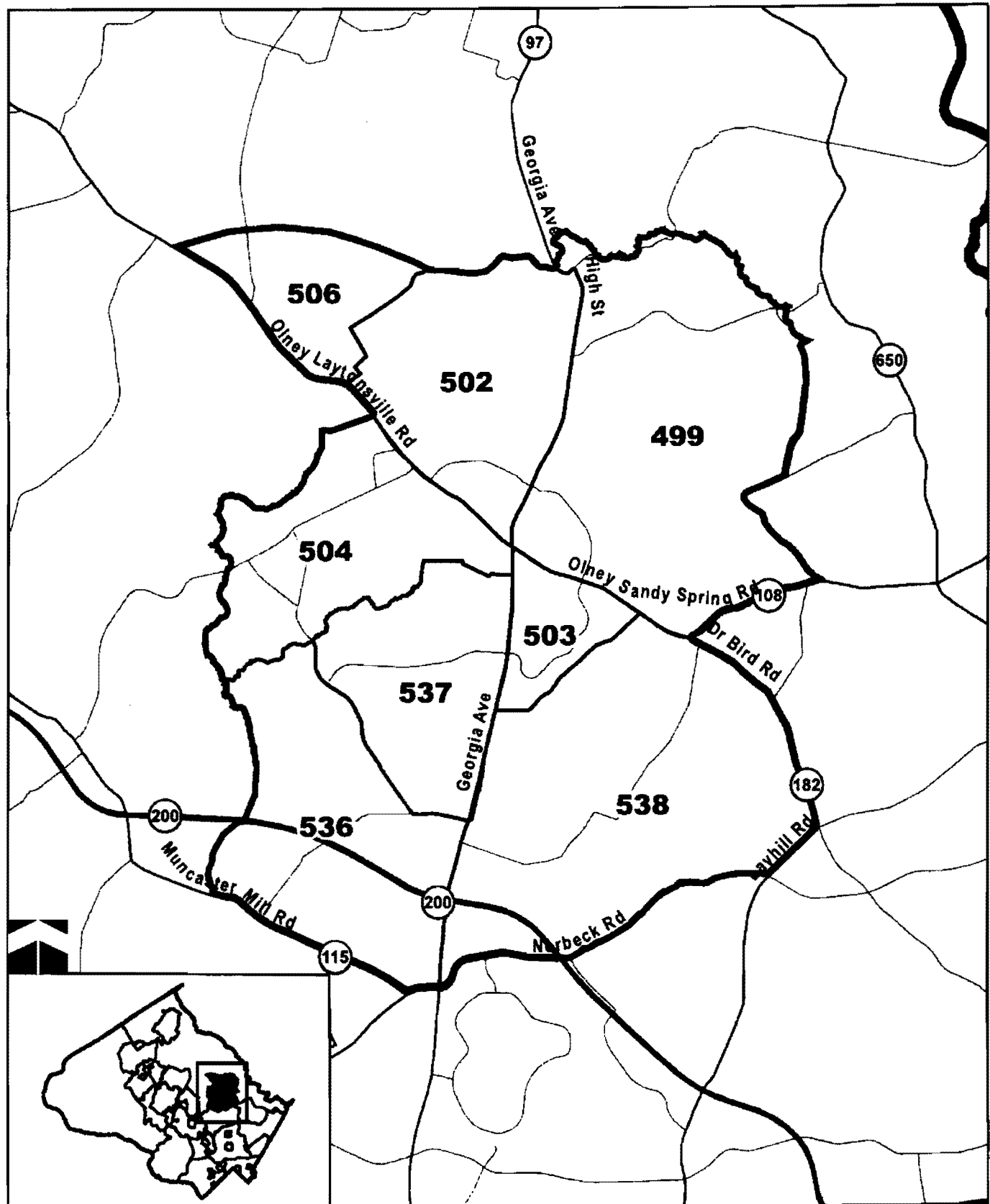
with Traffic Analysis Zones



# Olney Policy Area

with Traffic Analysis Zones

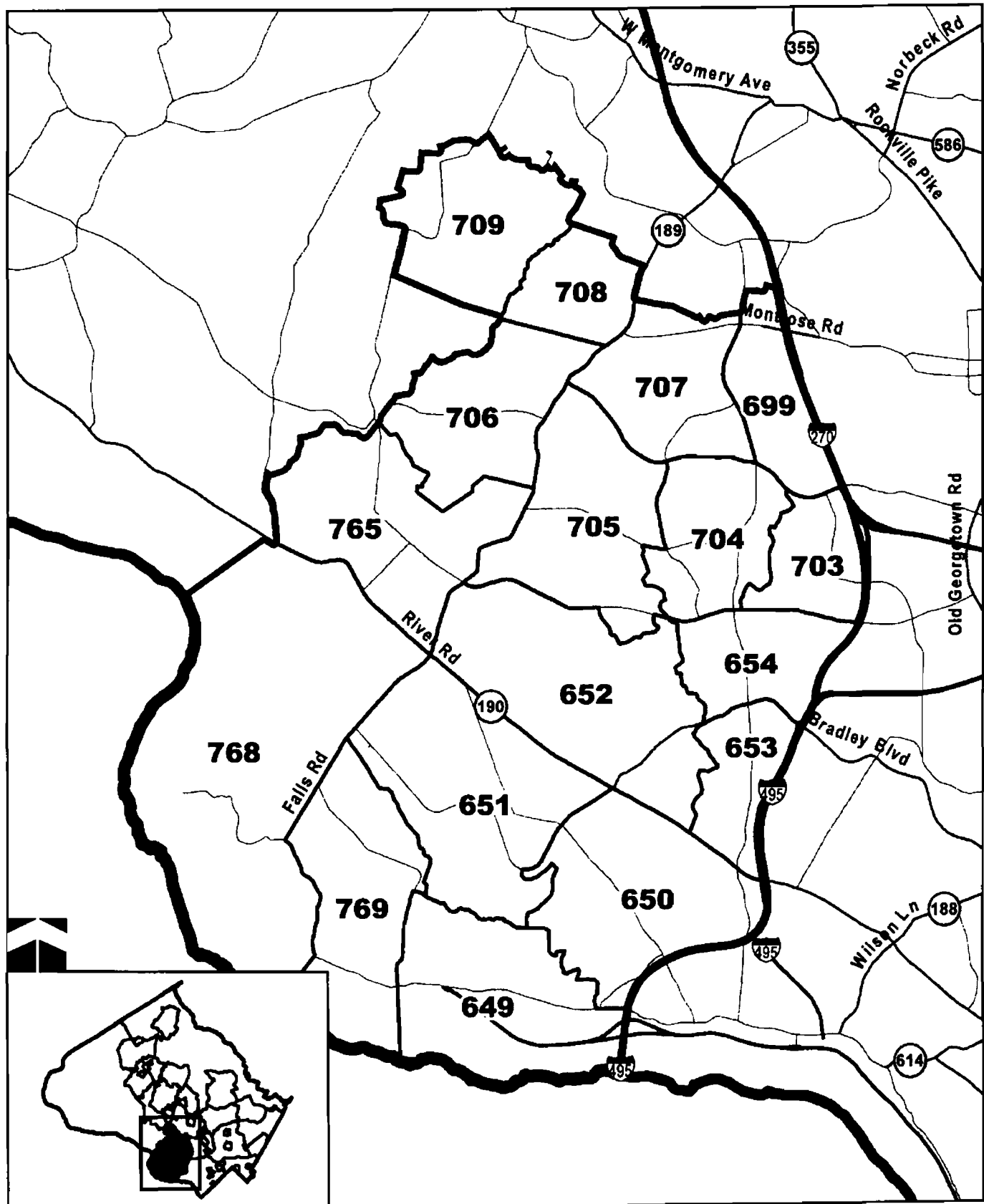
MAP 24



# Potomac Policy Area

MAP 25

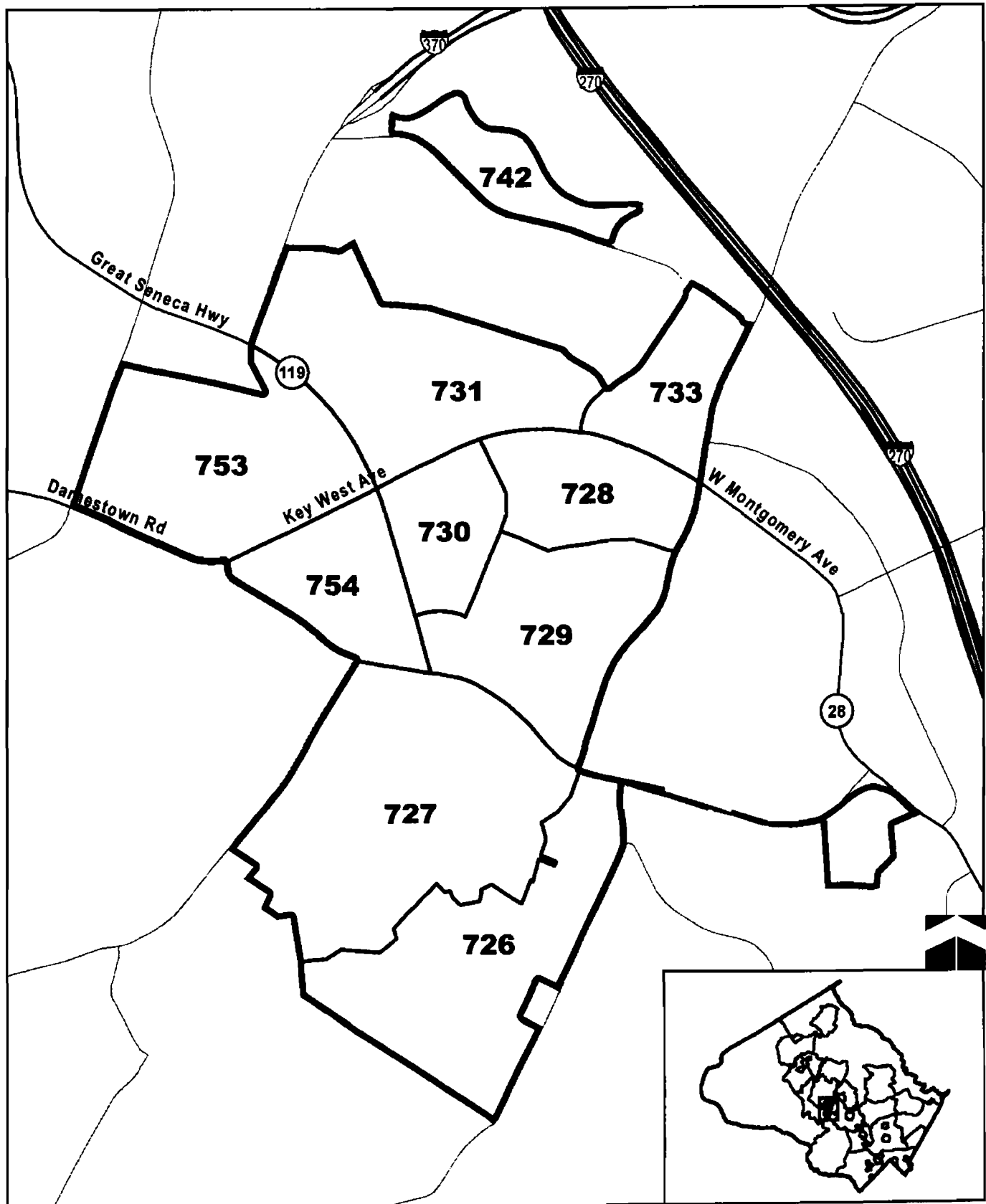
with Traffic Analysis Zones



# R&D Village Policy Area

MAP 26

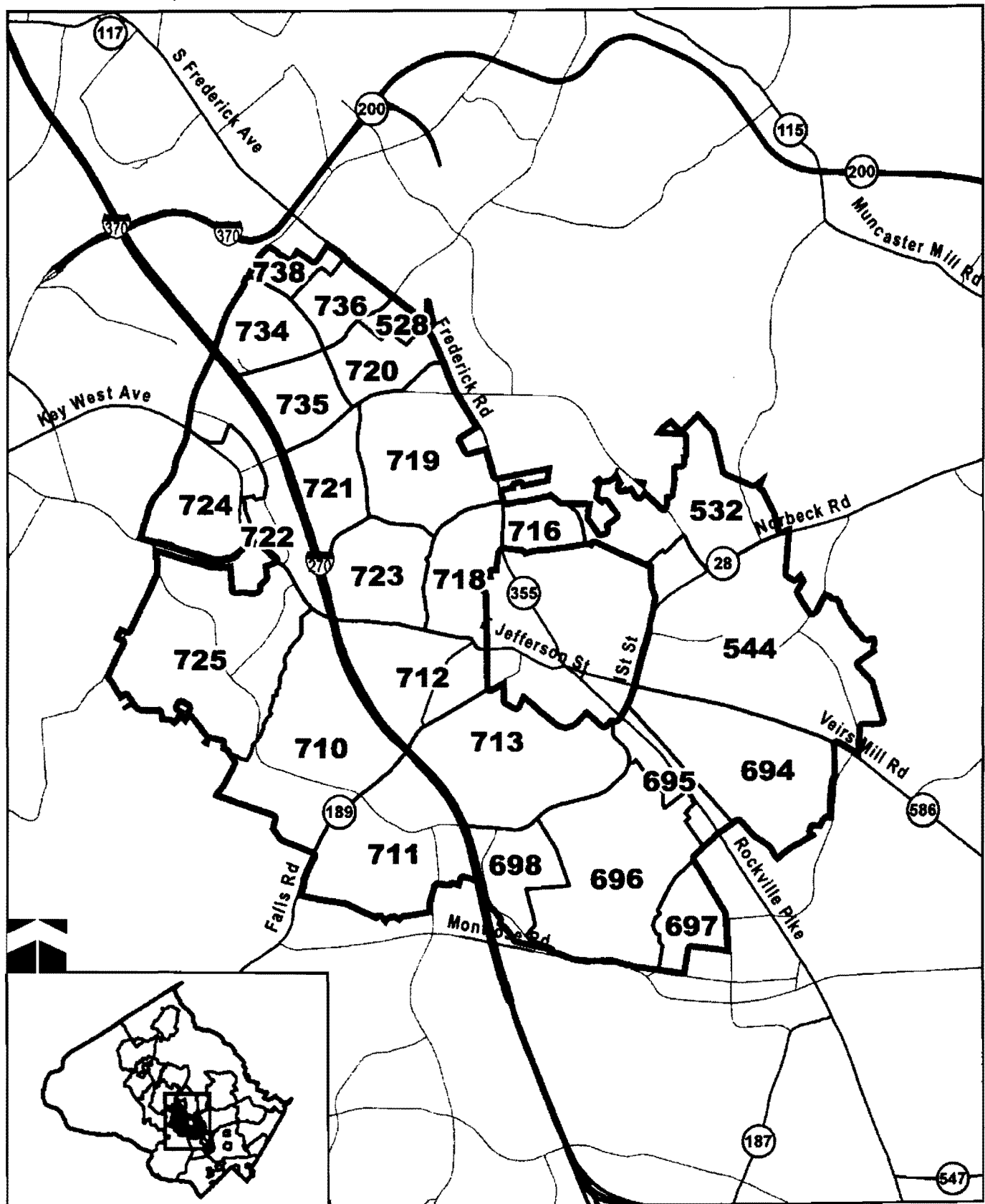
with Traffic Analysis Zones



# Rockville City Policy Area

MAP 27

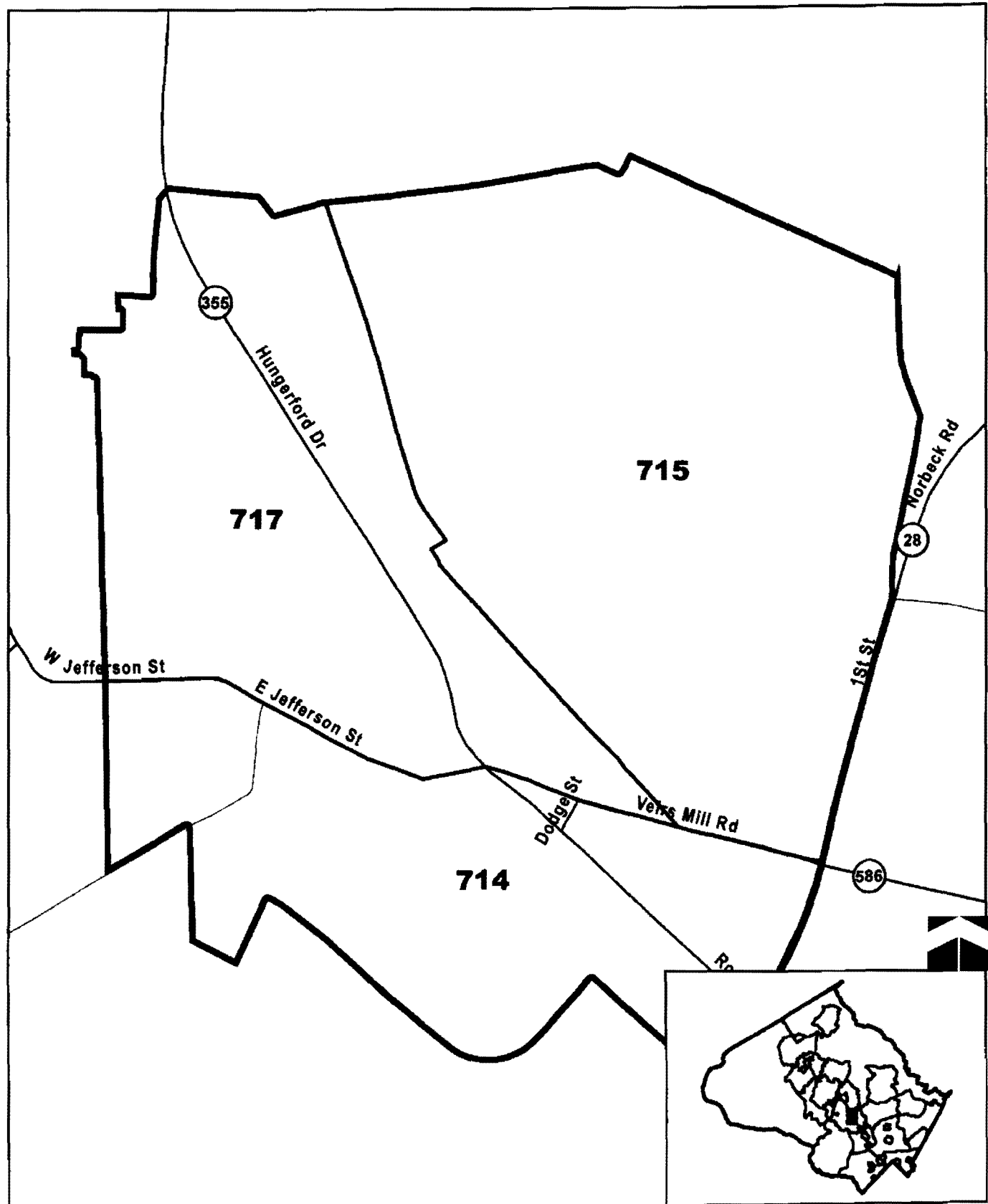
with Traffic Analysis Zones



# Rockville Town Center Policy Area

MAP 28

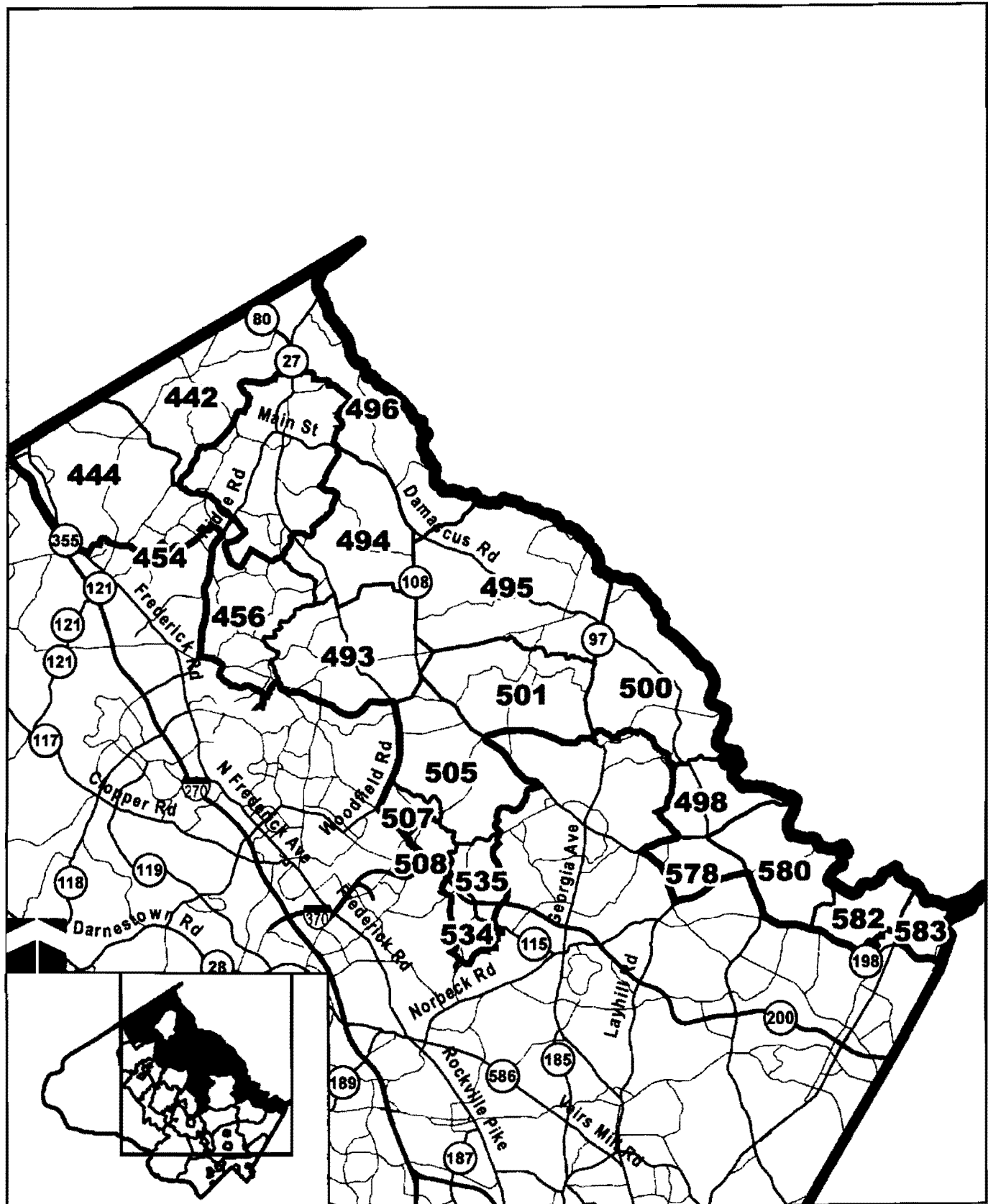
with Traffic Analysis Zones



# Rural East Policy Area

MAP 29

with Traffic Analysis Zones

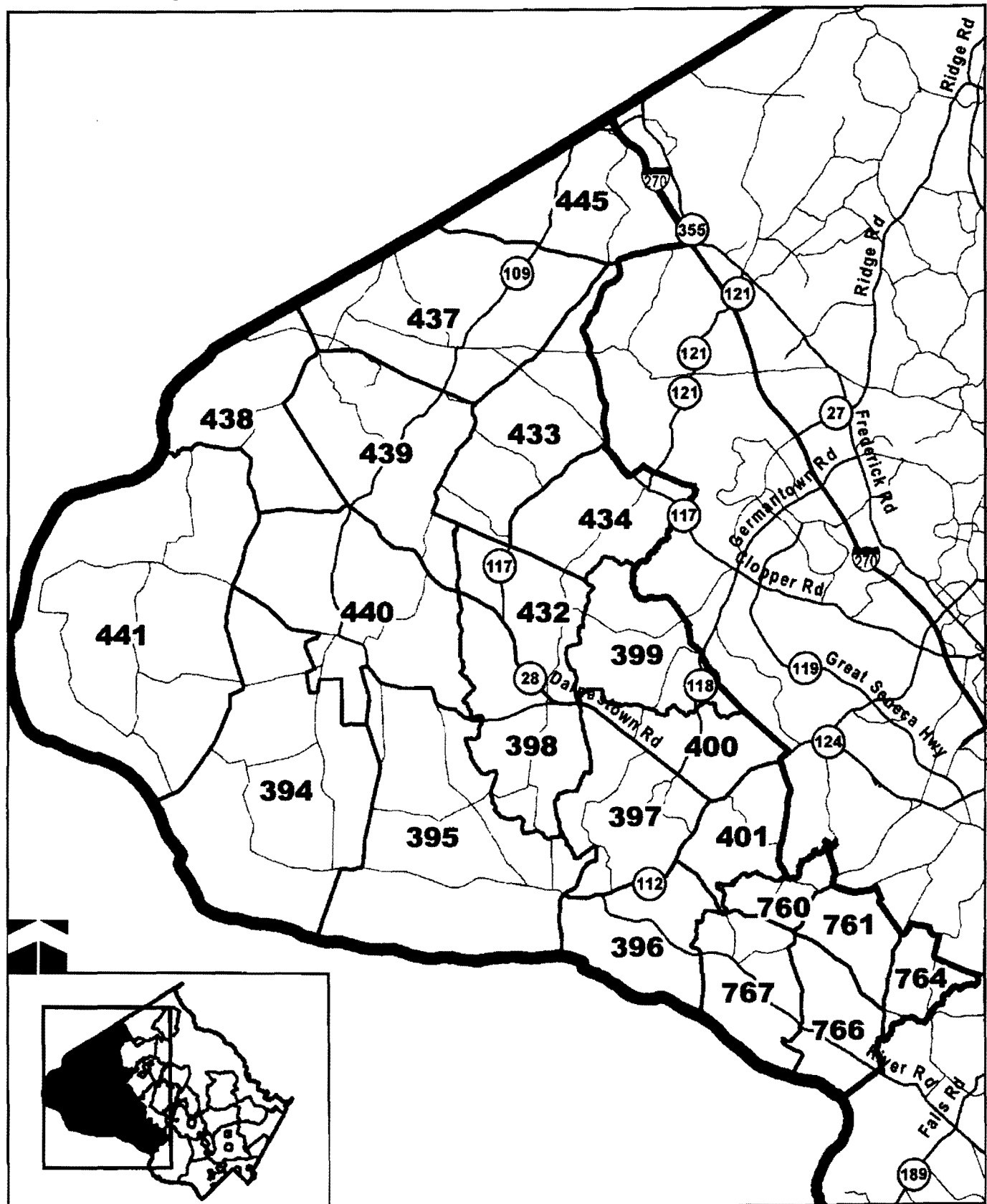




# Rural West Policy Area

MAP 30

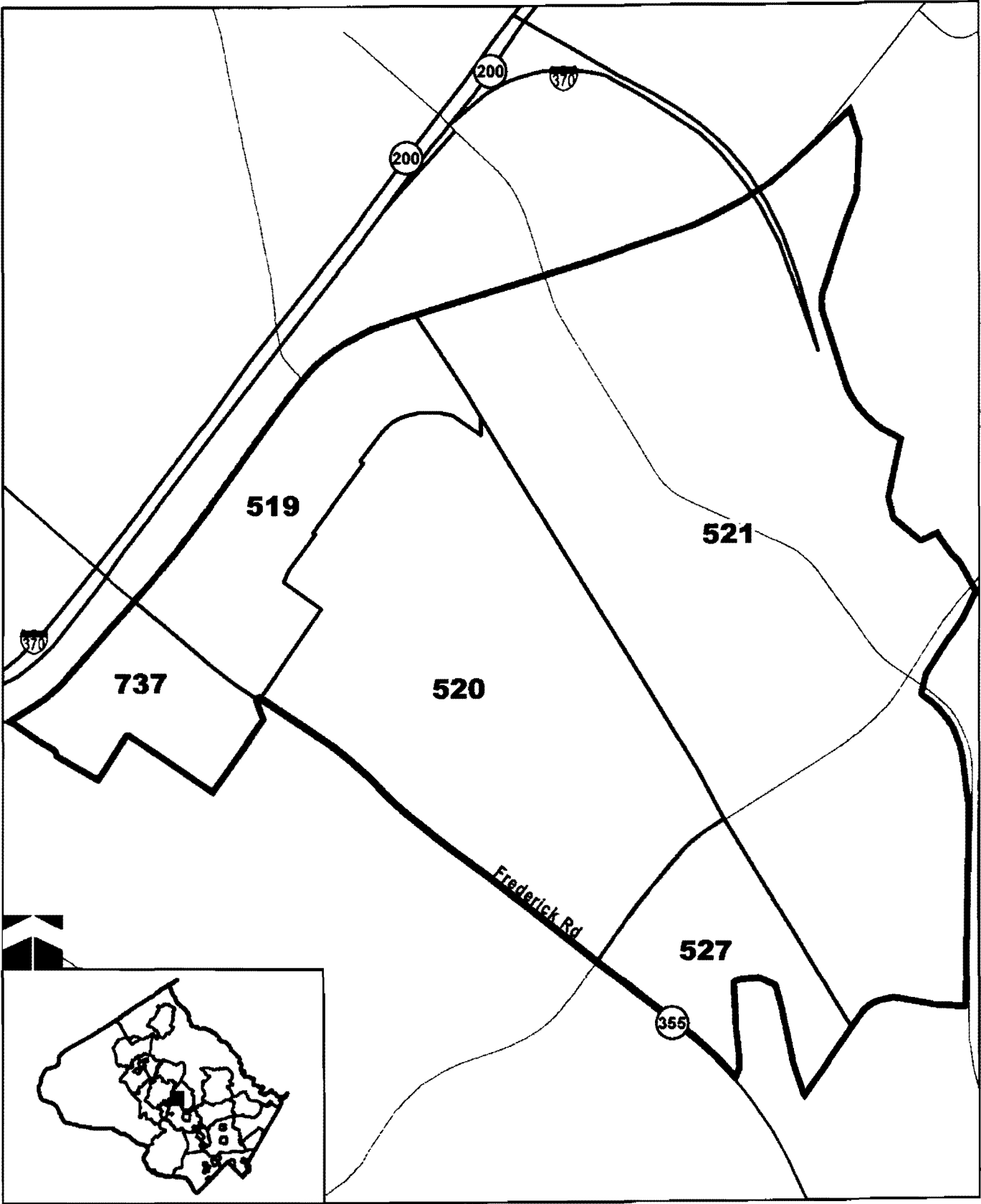
with Traffic Analysis Zones



# Shady Grove Metro Station Policy Area

MAP 31

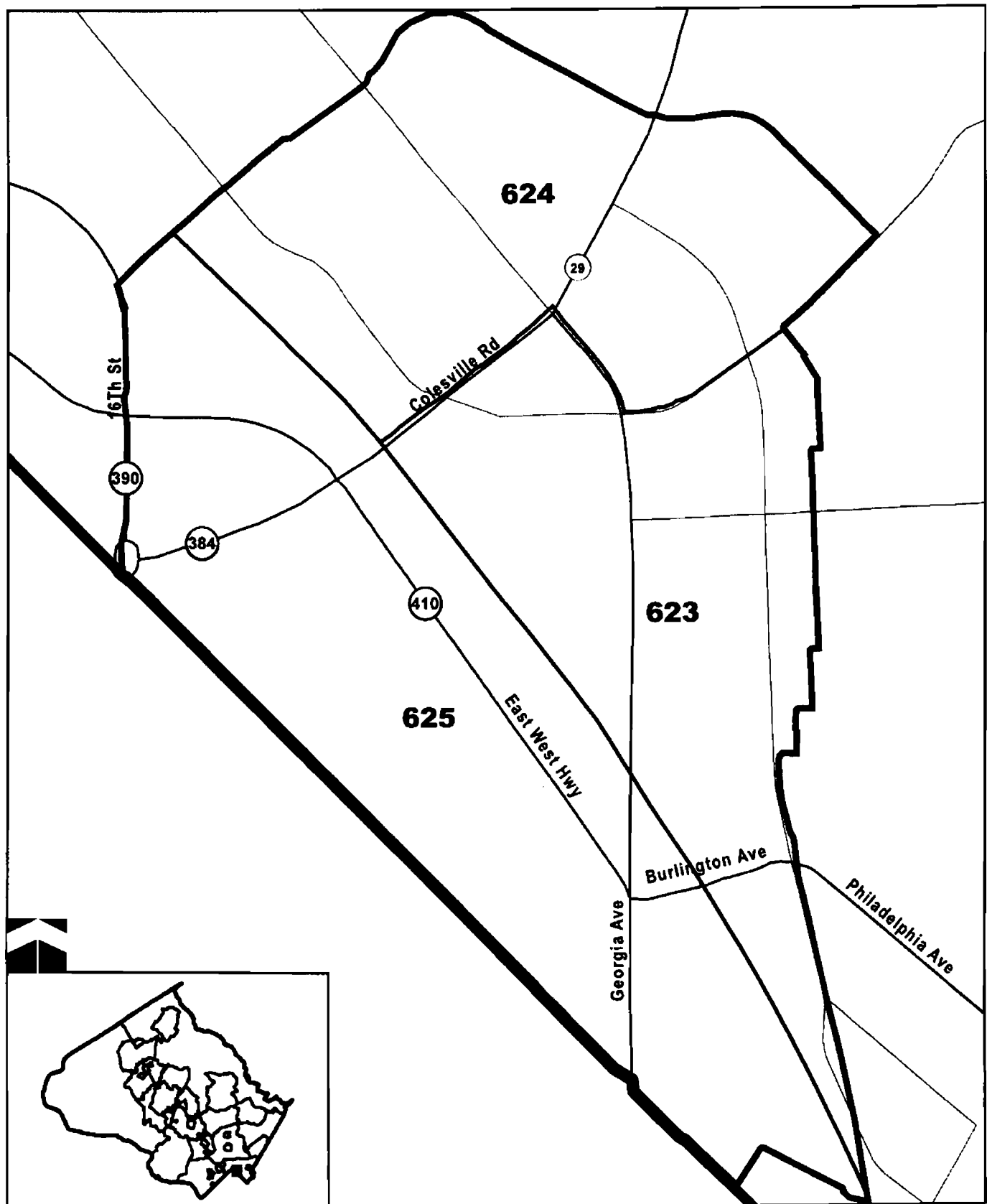
with Traffic Analysis Zones



# Silver Spring CBD Policy Area

MAP 32

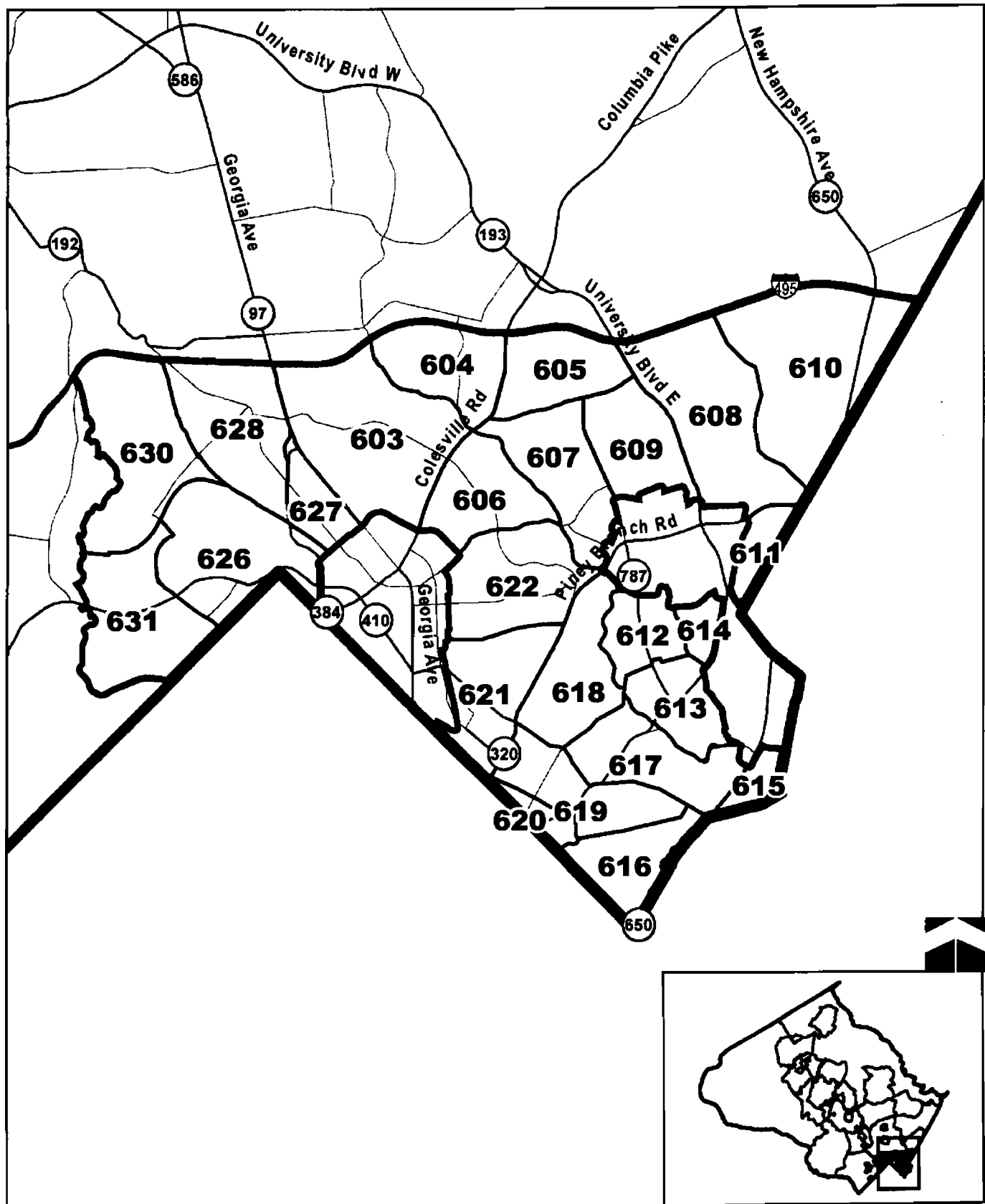
with Traffic Analysis Zones



# Silver Spring/Takoma Park Policy Area

MAP 33

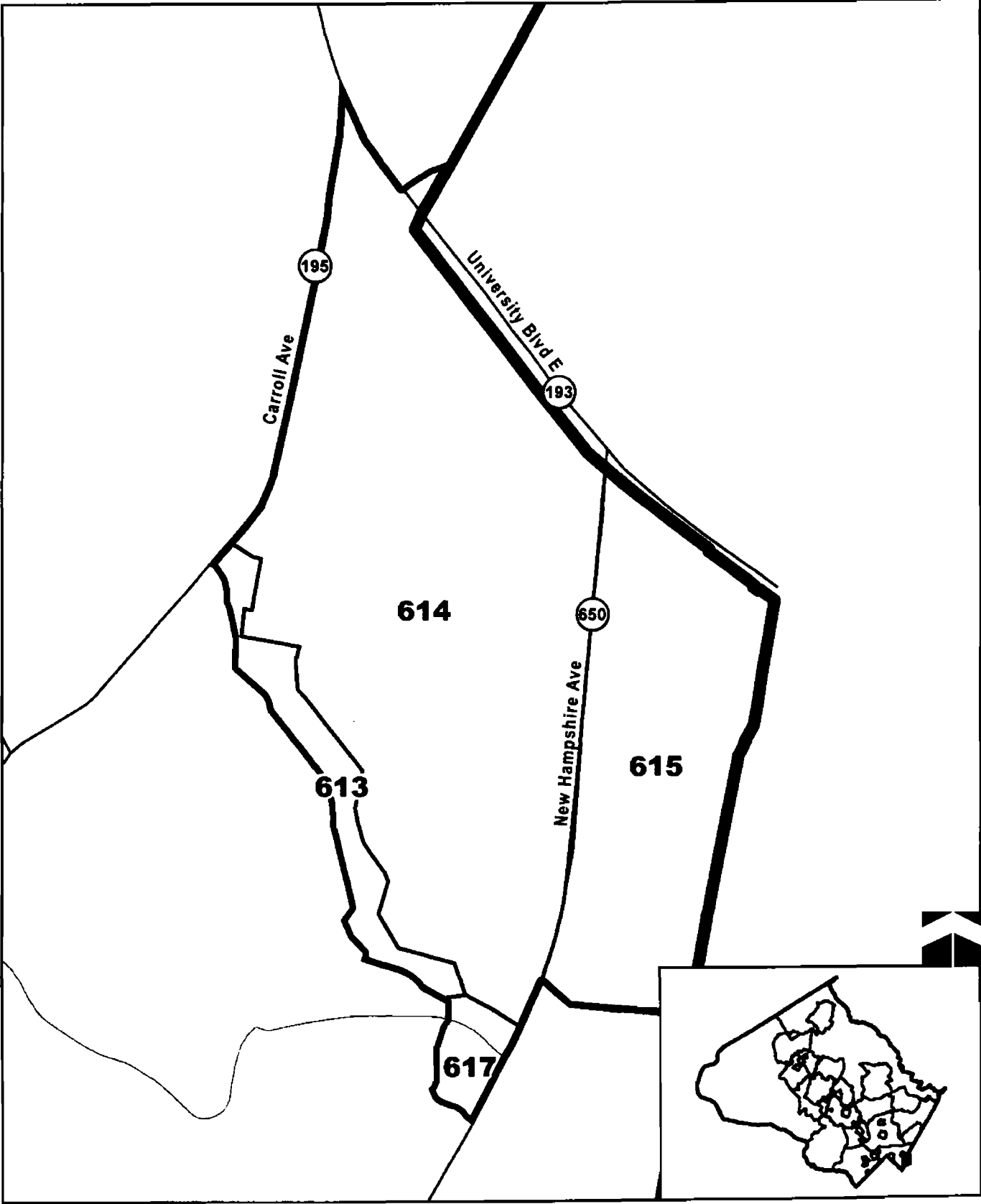
with Traffic Analysis Zones



# Takoma/Langley Policy Area

MAP 34

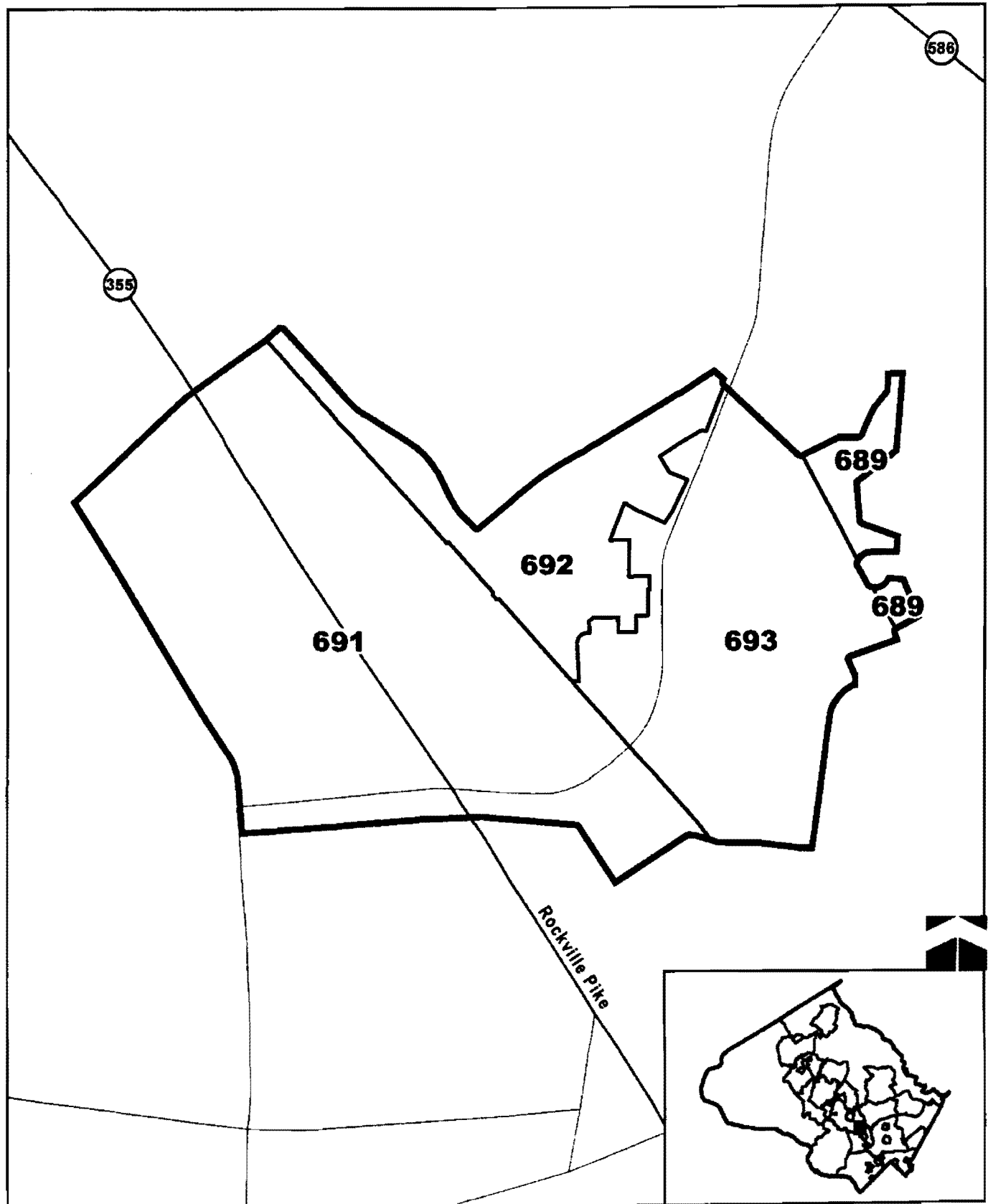
with Traffic Analysis Zones



# Twinbrook Policy Area

with Traffic Analysis Zones

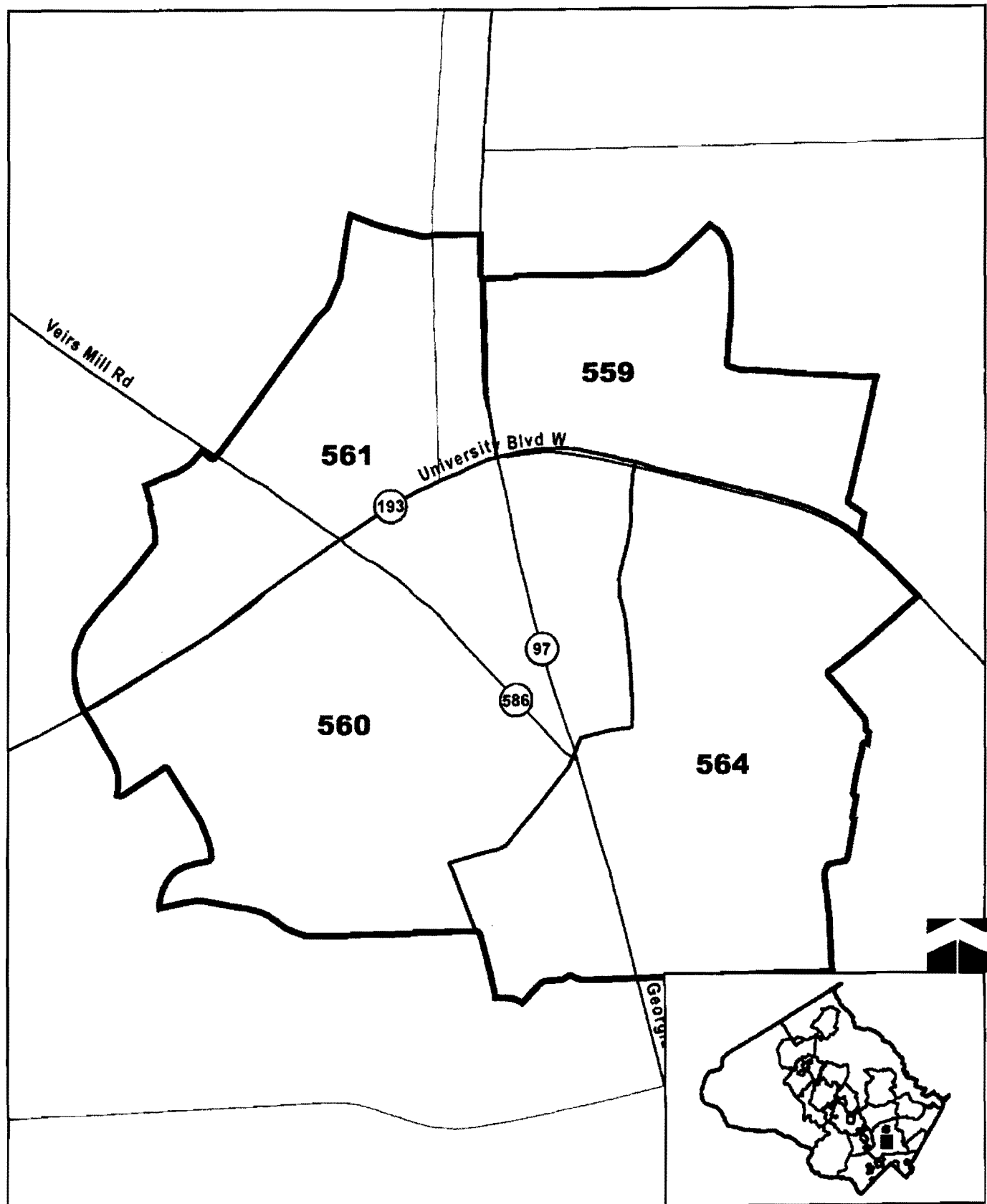
MAP 35



# Wheaton CBD Policy Area

MAP 36

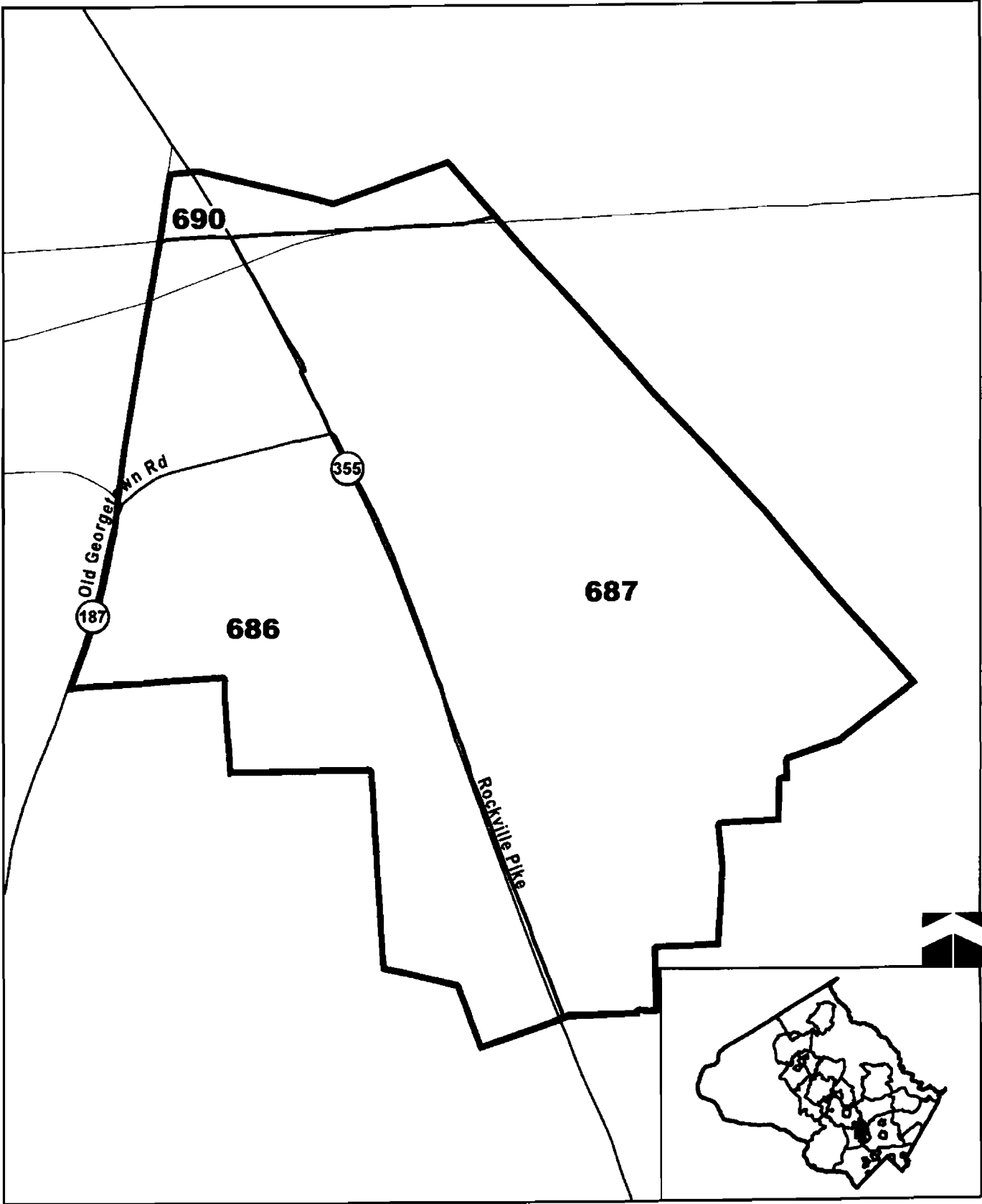
with Traffic Analysis Zones



**White Flint Policy Area**

**MAP 37**

with Traffic Analysis Zones





# White Oak Policy Area

with Traffic Analysis Zones

MAP 38

