

2020 Subdivision Staging Policy Initial Briefing

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Description

The County Council is required to adopt the 2020-2024 Subdivision Staging Policy (SSP) by November 15, 2020. In support of this effort, Planning Department staff has begun to review and update the SSP with a focus on incorporating innovative ideas to evaluate and ensure the adequacy of school and transportation infrastructure that is better aligned with other County policies and priorities and the County's current growth context.

Today's briefing will provide an overview of the current SSP and the scope and timeline for the 2020 update.

Overview of the Subdivision Staging Policy (SSP)

The Subdivision Staging Policy, or SSP, is a set of policy tools that guide the timely delivery of public facilities (schools, transportation, water, sewer, and other infrastructure) to serve existing and future development. These policy tools are the guidelines for the administration of the County's Adequate Public Facility Ordinance, or APFO.

The SSP primarily addresses the adequacy of public facilities as it relates to the regulatory process. In fact, the APFO is part of Montgomery County's subdivision regulations: Section 50-35 (k) of the County Code. The introductory sentence of the APFO states, "A preliminary plan of subdivision must not be approved unless the Planning Board determines that public facilities will be adequate to support and service the area of the proposed subdivision." How, exactly, the Planning Board makes that determination is the focus of the Subdivision Staging Policy.

Prior to 2010, the SSP was known as the County's "Growth Policy." It was initially reviewed and updated annually, and then on a biennial basis. The policy is now reviewed and updated quadrennially, and the County Council is required to do so again, by resolution, by November 15, 2020. While the rules contained within the SSP are updated every four years, certain aspects of the policy have shorter lifecycles. For instance, school adequacy is tested on an annual basis and student generation rates, which are used to estimate the enrollment impacts of development applications, are updated every two years.

The 2016-2020 SSP was adopted by Council resolution on November 15, 2016 and has been amended by Council resolution twice:

- **Resolution 18-1087, adopted on April 17, 2018.** This amendment updated or added non-auto-driver mode share goals for several sector plan areas and made additional technical corrections and revisions.
- **Resolution 19-147, adopted on June 25, 2019.** This amendment allows the Planning Board to approve development applications in areas under moratorium if they meet certain conditions pertaining to condemned structures or affordable housing among other requirements.

The complete and current text of the 2016-2020 Subdivision Staging Policy is attached to this report.

Schools Aspects of the Current SSP

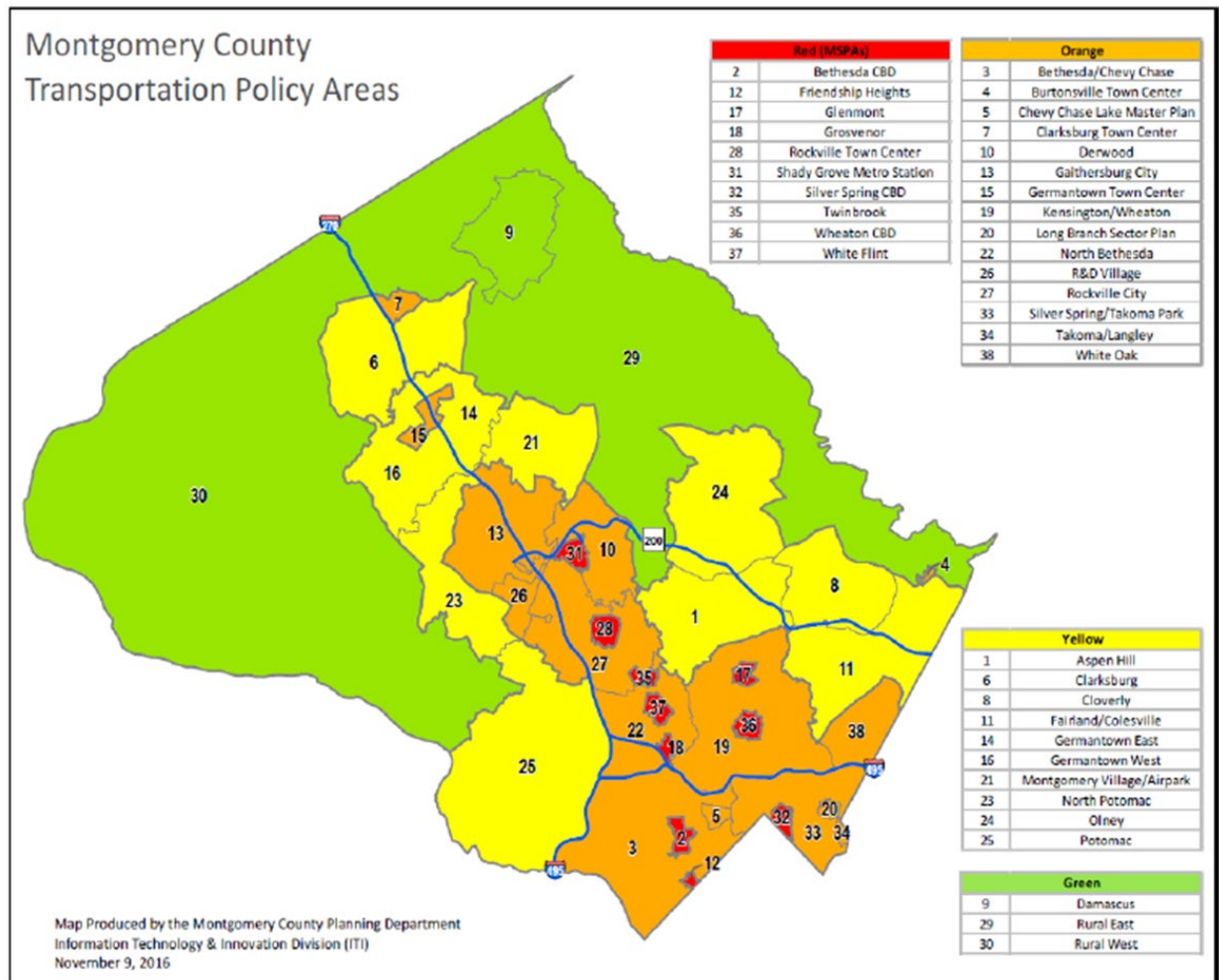
For schools, the SSP sets the adequacy thresholds that determine whether parts of the County enter into residential development moratoria. The 2016 SSP update made several important changes to the rules pertaining to school infrastructure, including:

- **Introduction of an individual school capacity adequacy test.** This test evaluates the projected capacity utilization of each individual elementary and middle school in the County. It was added to the policy to address concerns that the cluster test masked over-utilization at individual schools under the false assumption that the school system would relieve the over-utilized schools by shifting students to other schools in the cluster with available capacity.
- **Elimination of school facility payments.** The school facility payments were additional payments made by developers in areas served by clusters with projected capacity utilizations beyond 105%. The facility payments did not generate a great deal of funding for school construction and seemed to have little impact on the staging of development. In an effort to simplify the policy and generate additional funds for school construction, the County Council eliminated the school facility payments in lieu of higher impact taxes, which are assessed on a larger share of new development.
- **Updates to the Student Generation Rates.** The student generation rates are used to calculate impact taxes and to estimate the enrollment impacts of sector plans and individual development applications. These rates are now updated on a biannual basis, on July 1 of odd numbered years, using actual MCPS enrollment data.

Transportation Aspects of the Current SSP

The current SSP includes a multimodal Local Area Transportation Review (LATR) process applied in the context of the execution of transportation impact studies (TISs) for new subdivision applications and the evaluation of long-range master plans/sector plans. LATR assesses the degree to which the condition of transportation facilities in the immediate vicinity of a development site are adequate, where the vicinity of the site is determined by the size of the project.

The Subdivision Staging Policy has long recognized that the County's transportation needs are not satisfied by a one-size-fits-all approach, but instead require a context-sensitive approach to defining transportation system adequacy, assessing impacts and developing and implementing solutions. Montgomery County's organizing approach has been to identify 33 geographic Policy Areas that broadly gauge the diversity of places within the County and help assess transportation needs from an area-wide perspective. For purposes of the SSP, these areas have been grouped into four categories (red, orange, yellow and green) based on observed Non-Auto Driver Mode Share (NADAMS) for work trips, observed land use density, and land use density forecasts.



Currently, LATR is not required in the red policy areas – the Metro station policy areas with multimodal transportation infrastructure and services that support longstanding policy acceptance of high levels of traffic congestion. In the other policy areas, the need for LATR is triggered by the anticipated number of trips generated (by travel mode) by a proposed development:

- Traffic study, if more than 50 person trips
- Transit study, if more than 50 transit trips
- Pedestrian study, if more than 100 pedestrian/bicycle trips (including transit trips)

When LATR is required, the evaluation is based on travel patterns unique to each policy area and on the anticipated number of person trips (by travel mode) generated by the proposed development. The evaluation includes analyses of intersections within the vicinity of the development site and determines the extent to which the development impacts must be mitigated.

Scope of the 2020 SSP Update

Updating the School Component of the SSP

As we begin the 2020 update of the SSP, staff feels that our primary focus is on comprehensively reviewing the policy as it relates to schools. Direction from Council members has been consistent with such an approach and we intend to review all aspects of the policy, including:

- the annual school test (both the cluster and individual school tests)
- the estimation of enrollment impacts (how the student generation rates are calculated)
- the moratorium policy thresholds and exceptions
- impacts of the development queue (the order in which development applications are accepted) on adequacy testing
- the neighborhood turnover impacts on enrollment

The review will question whether each aspect of the existing policy is serving its intended purpose and whether it should be maintained, modified, removed or replaced, given the current context of growth in the County. The hope is that we can identify some new innovative solutions that 1) better ensure school capacity adequacy within a growth paradigm focused on infill and redevelopment and 2) help support other important County goals and objectives related to affordable housing and economic development.

Schools Technical Advisory Team (STAT)

To help us with this effort, for the first time, we will be convening a Schools Technical Advisory Team (STAT). The STAT will consist of 15 to 20 members that will meet six times from October through February to qualitatively and quantitatively review, analyze and discuss the school component of the SSP. These discussions will help inform the recommendations made by staff to the Planning Board later in the update process. We will strive to have diverse interests represented in the STAT to ensure all perspectives are considered in our discussions. The evening meetings will be open to the public, though only the STAT members will be able to participate in the conversations real-time. Non-STAT attendees will be given the opportunity to submit comment cards that will be collected and reviewed by staff. Additional opportunities for public comments will exist throughout the update process, as identified later in this report.

The following agencies/organizations have been invited to nominate representatives to the STAT:

- Montgomery County Council of PTAs (MCCPTA)
- Montgomery County Public Schools (MCPS) Division of Capital Planning
- Montgomery County Regional Student Government Association
- Coalition for Smarter Growth
- Maryland Building Industry Association (MBIA)
- National Association for Industrial and Office Parks (NAIOP)
- Housing Opportunities Commission of Montgomery County (HOC)
- Montgomery County Economic Development Corporation
- Montgomery County Civic Federation

Additionally, any community member can submit an application to participate in the STAT through an online application available on our [website](#). *Not all applicants will be accepted to participate in the STAT.* Selection to the STAT will be based on an evaluation of the applications received to ensure productive and balanced discussions, and to keep the group's size within the desire range of 15 to 20 members.

Updating the Transportation Component of the SSP

While staff will focus on comprehensively reviewing the school elements of the SSP, it is not to the exclusion of the transportation piece. The 2016 update included some innovative changes on the transportation side. We believe these are working well, but also know they can be improved. A consultant team led by Fehr & Peers DC and Toole Design Group will work with Planning Department staff to review two key transportation-related initiatives as part of the 2020 SSP update:

- **Local Area Transportation Review (LATR)** – The integration of travel safety considerations into the LATR process in a manner that better reflects the goals and objectives of the County’s *Vision Zero Action Plan*.
- **Policy Area-Level Transportation Adequacy Test** – The re-introduction of a policy area-level transportation adequacy test for master plan/sector plan evaluation. (It is important to note that this test is **not** proposed to be applied to subdivision review.)

Vision Zero Integration into Local Area Transportation Review

This SSP update will include a focused review of the County’s adopted LATR process, which is currently applied in the context of evaluating transportation impact studies for new subdivision applications and the long-range impacts of master plans/sector plans. Recommended revisions to the LATR process will pertain to:

- **Using alternative transportation system performance metrics to measure local traffic impacts** that are supportive of the objectives of the County’s Vision Zero Action Plan – particularly along planned Bus Rapid Transit (BRT) corridors. Potential metrics include those derived from crash data and metrics pertaining to pedestrian and bicyclist level of comfort and exposure to traffic. The level of effort and the resources required to collect the data necessary to apply these safety-related transportation metrics are to be identified.
- **Modifying existing standards for evaluating the adequacy of transportation facilities** to accommodate new subdivision development and the determination of land use/transportation balance in long-range master plans/sector plans that are supportive of the County’s Vision Zero Action Plan.

The concept of level of service (LOS) as reflected in the County’s current LATR process has been used by traffic and transportation engineers for over 50 years to describe operating conditions for automobile travel on existing or planned roads. In this context, LOS is measured using average vehicle delay at an intersection. It is expressed as a letter grade, ranging from LOS A to LOS F, where LOS A represents completely free-flow conditions, LOS E represents capacity conditions, and LOS F represents over-capacity conditions with considerable delay as described in the table below.

Equivalency Between LOS and Average Vehicle Delay

HCM LOS Threshold/ Boundary	Corresponding Average Vehicle Delay per HCM (seconds)	Description
A / B	10	Operations with very slight delay, with no approach phase fully utilized.
B / C	20	Operations with slight delay, with occasional full utilization of approach phase.
C / D	35	Operations with moderate delay. Individual cycle failures begin to appear.
D / E	55	Operations with heavier, but frequently tolerable delay. Many vehicles stop, and individual cycle failures are noticeable.
E / F	80	Operations with very high delays and congestion volumes vary widely depending on downstream queue conditions.
n/a	120	Operations with extremely high delays and congestion volumes vary widely depending on downstream queue conditions.

This report-card grading is based on a driver's perspective and the notion that delay is to be minimized. LOS can be a very useful and effective metric for designing infrastructure and understanding the consequences *to automobile traffic* of planning and design decisions. However, that is generally the extent of its utility. Vision Zero seeks to provide safe and efficient travel for all transportation modes. The LOS grading ignores intersection performance from the perspective of other users such as people who walk, people who bicycle and people who take transit. It does not inform about important factors such as the availability of and access to other modes of travel and **potential impacts to safety for all road users resulting from increased vehicular speeds and infrastructure design that prioritizes motor vehicle travel.**

Development of a Policy Area-Level Transportation Test for Master Plans/Sector Plans

Ideally, every master plan should have a balance between its proposed land use and its proposed transportation network and services. For more than two decades the County has defined this "balance" as what is needed to meet the current adequate public facilities (APF) requirements as described in the SSP. Achieving this balance in a master plan is not an academic exercise: if a plan is not balanced, then at some point in the future a proposed master-planned development will be unable to proceed because it will have no means to meet the APF requirements.

According to the adopted 2016-2020 SSP, the traffic congestion standard for signalized intersections in Montgomery County policy areas is based on volume/capacity ratio (using the Highway Capacity Manual method), which translates to an average vehicle delay measured in seconds/vehicle (s/v) and equivalent level of service (LOS) for automobile travel.

To determine whether or not a master plan is in balance, the County Council applies the current SSP transportation test in the context of a long-term planning horizon (typically 20 to 25 years into the future). This test consists of a Local Area Transportation Review (LATR) analysis (as described above) that evaluates the traffic generated by the buildout of master planned development in combination with a transportation network that assumes certain intersection improvements. This analysis methodology has utility when used to evaluate local transportation adequacy for a subdivision application in a CIP planning horizon context (5-6 years into the future). However, the utility of this approach raises some concerns when used to evaluate transportation adequacy for master plans/sector plans in the context of a long-range planning horizon, including:

- **No Consideration of Upstream/Downstream Traffic Effects** – The current analysis process is limited to the evaluation of the local signalized intersection roadway network within a master plan study area to assess the adequacy of the master plans transportation system to accommodate master plan recommended land use development. However, this process does not consider the upstream/downstream traffic implications of master plan-recommended land use development on policy areas **adjacent** to the master plan area under evaluation.
- **Limited Confidence in Analysis Results** – The application of the HCM intersection delay analysis process is more appropriate in the context of a CIP planning horizon (5-6 years) when traffic signal phasing and signal timing operations parameters can be generally assumed with confidence rather than in a long-term master plan planning horizon (20-25 years) where the assumption pertaining to traffic signal operations and signal timing plans is far more speculative. As a result, confidence in projecting accurate estimates of intersection delay in the context of a long-term master plan planning horizon is limited.

The 2020 SSP update will include an effort to develop a test to evaluate policy area-level transportation adequacy for master plans/sector plans for consideration by the Department. Unlike earlier versions of

policy area transportation adequacy tests used by the Department, **this test is to be designed to apply strictly to master plans/sector plans and would not be applied to subdivision applications.** To the extent possible, this test should address the issues cited above and employ analysis metrics that explicitly reflect the contribution of the County's planned BRT system to achieving land use/transportation balance in the context of a long-range master planning horizon. A starting point for this effort could be reconsideration of the proposed policy area transportation test described on pages 21-24 in the [2016 Planning Board Draft Subdivision Staging Policy Report](https://montgomeryplanning.org/wp-content/uploads/2016/12/SSP-PBD-Master-Correction.pdf) (<https://montgomeryplanning.org/wp-content/uploads/2016/12/SSP-PBD-Master-Correction.pdf>).

Transportation Impact Study Technical Working Group (TISTWG)

The Transportation Impact Study Technical Working Group (TISTWG) consists of key stakeholders in the transportation elements of the SSP, including staff representing the Planning Department, Montgomery County Department of Transportation (MCDOT), the Montgomery County Department of Economic Development (MCDED), Maryland State Highway Administration (MDSHA) and the Washington Metropolitan Area Transit Authority (WMATA), as well as representatives from civic groups and the private development community. The TISTWG will serve in an advisory role to provide feedback and recommendations on SSP changes to Planning staff and our consultants. Currently, the TISTWG is scheduled to meet four times over the next three months (additional meeting dates may be added if needed).

Green Infrastructure

The 2016 SSP update effort identified a need to investigate alternative ways to fund parks and public spaces within the County's urbanized areas. Since then, the Parks Department has updated its *Parks, Recreation and Open Space (PROS) Plan* and developed a new functional master plan for parks and public spaces where we have more concentration of people – the *Energized Public Spaces Functional Master Plan (EPS Plan)*. The 2020 SSP update will offer an opportunity to provide an update on the status of these plans and other efforts to improve existing parkland and acquire new parkland in areas of highest need.

Community Engagement

The SSP update will include a strategic communications plan with audience focus tools and tactics to engage as many community members as possible. There will be numerous opportunities for community stakeholders to provide comments on the SSP and influence the final policy:

- SSP Community Workshop – October 7 at 7:00 pm at the Silver Spring Civic Building
- Online comment form on the [2020 SSP website](https://montgomeryplanning.org/ssp) (<https://montgomeryplanning.org/ssp>)
- Online surveys pushed out through our mailing lists and partner organizations
- Additional engagement events/forums to be organized with stakeholder groups
- Planning Board public hearing in June 2020
- County Council public hearing in September 2020

SSP Timeline

Ultimately, the policy tools contained within the SSP will be established by a County Council resolution that must be adopted by **November 15, 2020**. The following highlights the anticipated timeline for major SSP milestones and activities (subject to change):

Date	Milestone/Activity	Notes
Thursday, September 5, 2019	Initial Planning Board Briefing	Overview of the SSP and the 2020 Update Scope and Timeline; high-level guidance from the Board
Monday, September 9, 2019	Transportation Impact Study Technical Working Group (TISTWG) Meeting	Kick-off meeting
Friday, September 20, 2019	Schools Technical Advisory Team (STAT) application deadline	The application is available in the schools section of the 2020 SSP website
Monday, October 7, 2019	TISTWG Meeting #2	Date tentative and topics TBD
Monday, October 7, 2019	SSP Kick-off Public Engagement Forum	Will include presentations with summary data on County growth, economic development, development pipeline, moratoria, etc. and facilitated roundtable discussions with participants to generate ideas
Tuesday, October 22, 2019	STAT Meeting #1	Overview, policy introduction and growth trends data
Monday, November 4, 2019	TISTWG Meeting #3	Date tentative and topics TBD
Tuesday, November 12, 2019	STAT Meeting #2	Initial data review and discussions on student generation rate alternatives
Monday, December 2, 2019	TISTWG Meeting #4	Date tentative and topics TBD
Tuesday, December 3, 2019	STAT Meeting #3	Continued data review and initial discussion about the school elements of the policy
Monday, January 6, 2020	TISTWG Meeting #5	If needed
Tuesday, January 7, 2020	STAT Meeting #4	Review and discuss the annual school test, the school queue and moratoria
Thursday, January 23, 2020	Planning Board Briefing	Update on efforts related to the school component of the SSP
Monday, January 27, 2020	TISTWG Meeting #6	If needed
Tuesday, January 28, 2020	STAT Meeting #5	Impact taxes and school facility payments
Thursday, January 30, 2020	Planning Board Briefing	Update on efforts related to the transportation component of the SSP
Tuesday, February 18, 2020	STAT Meeting #6	Circle back on topics needing further discussion or data analysis; potential policy recommendations

Date	Milestone/Activity	Notes
Thursday, February 13, 2020	Planning Board Briefing	Update on County growth status and trends
Thursday, February 27, 2020	Planning Board Work Session	Initial review of draft transportation recommendations
Thursday, March 5, 2020	Planning Board Work Session	Initial review of draft school recommendations
Thursday, March 19, 2020	Planning Board Work Session (if needed)	Continued discussion on transportation and school recommendations
Thursday, April 30, 2020	Working Draft of the SSP Posted	
Thursday, May 7, 2020	Planning Board Work Session	Decisions necessary to prepare the Public Hearing Draft
Thursday, May 21, 2020	Planning Board Approval of the Public Hearing Draft	
Thursday, June 4, 2020	Planning Board Public Hearing	
Thursday, June 11, 2020	Planning Board Work Session #1 to Prepare Planning Board Draft	
Thursday, June 18, 2020	Planning Board Work Session #2 to Prepare Planning Board Draft	
Thursday, June 25, 2020	Planning Board Work Session #3 to Prepare Planning Board Draft	
Thursday, July 2, 2020	Planning Board Work Session #4 to Prepare Planning Board Draft	If needed
Thursday, July 9, 2020	Planning Board Work Session #5 to Prepare Planning Board Draft	If needed
Thursday, July 30, 2020	Planning Board Approval of Planning Board Draft of the SSP Report and Council Resolution	Planning Board Draft transmitted to the County Council and County Executive
September 2020	County Council Public Hearing	
September-October 2020	Council PHED Committee Work Sessions	
October-November 2020	Full Council Work Sessions	
Tuesday, November 10, 2020	Council Adoption	Required by November 15, 2020

Attachment

[Complete and Current Text of the 2016-2020 Subdivision Staging Policy](#)

2016-2020 Subdivision Staging Policy

Adopted through Council Resolution [18-671](#) on November 15, 2016

Amended through Council Resolution [18-1087](#) adopted on April 17, 2018

Amended through Council Resolution [19-147](#) adopted on June 25, 2019

Updated to reflect the results of the most current (FY 2020) Annual School Test, certified by the Planning Board on June 20, 2019

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 MSP, 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 1 shows the intersection congestion 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 intersection 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) American 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 vehicle trips rather than the total number of peak hour vehicle trips. In these cases, LATR is not required for any expansion that generates 5 or fewer additional peak hour vehicle 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 the 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 of 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 a 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 study.

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 – 2,749	6
>2,750	7

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 traffic 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 Review Development approvals for the Silver Spring CBD policy area must 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 HCM volume/capacity ratios 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 1 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 blended goal for residents and workers is 55% non-auto-driver mode share.

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 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.

TL4.8 Chevy Chase Lake Sector Plan

In the Chevy Chase Lake Sector Plan Area, the non-auto-driver mode share goals are 49% for residents and 36% for workers.

TL4.9 Long Branch Sector Plan

In the Long Branch Sector Plan Area, the non-auto-driver mode share goals are 49% for residents and 36% for workers.

TL4.10 Rock Spring Master Plan

In the Rock Spring Master Plan Area, the non-auto-driver mode share goals are 41% for residents and 23% for workers.

TL4.11 Lyttonsville Sector Plan

In the Lyttonsville Sector Plan Area, the goal for residents is 50% non-auto-driver mode share.

TL4.12 White Flint Sector Plan

In the White Flint Sector Plan Area, a blended goal for residents and workers of 34% non-auto-driver mode share must be met before proceeding to Phase 2 of development, a blended goal for residents and

workers of 42% non-auto-driver mode share must be met before proceeding to Phase 3 of development, and, by buildout, the non-auto-driver mode share goals are 51% for residents and 50% for workers.

TL4.13 White Flint 2 Sector Plan

In the White Flint 2 Sector Plan Area, the blended goal for residents and workers is 42% non-auto-driver mode share.

TL4.14 Grosvenor-Strathmore Metro Area Master Plan

In the Grosvenor-Strathmore Metro Area Master Plan Area, the blended goal for residents and workers is 50% non-auto-driver mode share.

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.

This provision applies to any application for a preliminary plan of subdivision, site plan, or building permit approved before July 26, 2016.

TA3 Public Facility Project

An applicant for a development which will be built solely as a public facility (such as a school, firehouse, police station, or library) need not take any action under **TL Local Area Transportation Review** when it undergoes a mandatory referral review by the Planning Board.

TA4 Affordable Housing

The provision of affordable housing in the County is crucial to providing long lasting reductions to regional congestion. Long distance trips affect the County's traffic in many parts of our community. The provision of affordable housing is a fundamental element of the County's General Plan and part of the County's economic development strategy. All trips generated by any moderately priced dwelling unit (MPDU) and any other low- and moderate-income housing which is exempt from paying a development impact tax must also be exempt from any Transportation Mitigation payment.

S Guidelines for Public School Facilities

S1 Geographic Areas

For the purposes of public school analysis and local area review of school facilities at time of subdivision, the County has been divided into 25 areas called high school clusters. These areas coincide with the cluster boundaries used by the Montgomery County Public School system. Also for these purposes, the County has been divided into middle school service areas and elementary school service areas, which coincide, respectively, to the middle school and elementary school boundaries used by the Montgomery County Public School system.

The groupings used are only to administer the Adequate Public Facilities Ordinance and do not require any action by the Board of Education in exercising its power to designate school service boundaries.

S2 Grade Levels and School Service Areas

Each cluster must be assessed separately at each of the 3 grade levels -- elementary, intermediate/middle, and high school. In addition, each elementary and middle school must also be assessed.

S3 Determination of Adequacy

Each year, not later than July 1, the Planning Board must evaluate available capacity in each high school cluster, as well as each middle school and elementary school service area, and compare enrollment projected by Montgomery County Public Schools for each fiscal year with projected school capacity in 5 years (the “annual school test”). If at any time during a fiscal year the County Council notifies the Planning Board of any material change in the Montgomery County Public Schools Capital Improvements Program, the Planning Board may revise its annual school test to reflect that change.

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 of 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 seats 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 seats 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 this test for July 1, 2019, to June 30, 2020. 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 serviced 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 3 and 4 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.

S7.3 Condemned Buildings or Affordable Housing

If public school capacity is inadequate in any cluster or school service area, the Planning Board nevertheless may approve a subdivision in that cluster or school service area if the subdivision generates 10 or less students in any given impacted school, and:

- (1) Replaces or remediates a condemned, or previously condemned and currently vacant structure located within, abutting or confronting a state-designated Opportunity Zone, or
- (2) Is a project having more than 50% affordable housing units for households earning 60% or less of area median income.

These provisions may be used so that a school's enrollment forecast is affected by no more than one such development per year.

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:

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

LATR CLV 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.

Table 1.

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

HCM Volume-to-Capacity Standard	Policy Area	HCM average vehicle delay equivalent (seconds/vehicle)
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/Colesville	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 White Oak	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 FY 2020 School Test Results Summary
Reflects Approved FY 2020 Capital Budget and Amendments to the FY 2019-2024 Capital Improvements Program (CIP)
Effective July 1, 2019

School Test Description and Details	School Test Outcome	Elementary School Inadequate	Middle School Inadequate	High School Inadequate
CLUSTER TEST Inadequate if cluster is over 120% utilization, by level Test year 2024-25	<u>MORATORIUM</u> Moratorium required in cluster service areas that are inadequate.	James Hubert Blake (124.8%)		Montgomery Blair (124.3%) Albert Einstein (130.1%) Walter Johnson (129.3%)
	<u>OPEN CONDITIONALLY - Placeholder</u> Placeholder projects prevent these cluster service areas from entering moratoria. <i>See notes.</i>			
	<u>OPEN CONDITIONALLY - CIP</u> Planned projects in other clusters and/or future reassignments prevent these cluster service areas from entering moratoria. <i>See notes.</i>			Clarksburg (140.0%) ¹ Richard Montgomery (122.7%) ² Northwest (130.4%) ¹ Northwood (138.7%) ³ Quince Orchard (125.8%) ²
INDIVIDUAL SCHOOL TEST Inadequate if school is over 120% utilization and at or above seat deficit thresholds Elementary: 110 seats Middle: 180 seats Test year 2024-25	<u>MORATORIUM</u> Moratorium required in school service areas that are inadequate.	Burning Tree ES (-127, 133.6%) Burnt Mills ES (-277, 170.7%) Clopper Mill ES (-148, 131.5%) Cloverly ES (-143, 131.0%) Farmland ES (-183, 125.6%) Highland View ES (-114, 139.6%) Lake Seneca ES (-173, 141.7%) Thurgood Marshall ES (-179, 132.1%) William T. Page ES (-289, 174.7%) Judith A. Resnik ES (-154, 130.9%) Sargent Shriver ES (-167, 124.8%) South Lake ES (-176, 125.1%) Stonegate ES (-161, 143.3%)		
	<u>OPEN CONDITIONALLY - Placeholder</u> Placeholder projects prevent these school service areas from entering moratoria. <i>See notes.</i>	Bethesda ES (-171, 130.5%) ^a Somerset ES (-141, 127.4%) ^b	Francis Scott Key MS (-209, 121.8%) ^c	
	<u>OPEN CONDITIONALLY - CIP</u> Planned projects in other schools and/or future reassignments prevent these school service areas from entering moratoria. <i>See notes.</i>	Rachel Carson ES (-355, 151.4%) ⁴ Clarksburg ES (-321, 203.2%) ⁵ Forest Knolls ES (-246, 146.5%) ⁶ JoAnn Leleck ES (-282, 139.4%) ⁷ Strawberry Knoll ES (-247, 154.4%) ⁸ Summit Hall ES (-276, 163.4%) ⁸		

FY2020 ANNUAL SCHOOL TEST NOTES

The test outcome for any school or cluster service area not identified on the results summary table is "open."

^a The Bethesda ES service area is open conditionally due to an approved 6-classroom placeholder project.

^b The Somerset ES service area is open conditionally due to an approved 4-classroom placeholder project.

^c The Francis Scott Key MS service area is open conditionally due to an approved 4-classroom placeholder project.

¹ The Clarksburg and Northwest cluster service areas are open conditionally due to an approved CIP project that will reassign students to Seneca Valley HS in September 2020.

² The Richard Montgomery cluster and Quince Orchard cluster service areas are open conditionally due to an approved CIP project that will reassign students to the new Crown HS by September 2024.

³ The Northwood cluster service area is open conditionally due to relocation to a reopened Woodward HS in September 2023.

⁴ The Rachel Carson ES service area is open conditionally due to an approved CIP project that will reassign students to DuFief ES in September 2022.

⁵ The Clarksburg ES service area is open conditionally due to an approved CIP project that will reassign students to Clarksburg ES #9 in September 2022.

⁶ The Forest Knolls ES service area is open conditionally due to approved CIP projects that will reassign students to Montgomery Knolls ES (K-2) and Pine Crest ES (3-5) in September 2020.

⁷ The JoAnn Leleck ES at Broad Acres service area is open conditionally due to an approved CIP project that will reassign students to Roscoe R. Nix ES and Cresthaven ES in September 2022.

⁸ The Strawberry Knoll ES and Summit Hall ES service areas are open conditionally due to an approved CIP project that will reassign students to Gaithersburg ES #8 in September 2022.

Table 3.

Subdivision Staging Policy FY 2020 School Test: Cluster Utilization in 2024-2025

**Reflects Approved FY 2020 Capital Budget
and Amendments to the FY 2019-2024 Capital Improvements Program (CIP)**

CLUSTER Test: Percent Utilization > 120% = Moratorium

Cluster Area	Level	Projected Enrollment September 2024	Projected MCPS Program Capacity September 2024	Projected Cluster Utilization in September 2024	Cluster Capacity is:	School Test Results Cluster Area Status is:	Moratorium Threshold*
Bethesda-Chevy Chase ^a	ES	3,714	4,020	92.4%	Adequate	Open	1,111
	MS	1,917	2,024	94.7%	Adequate		511
	HS	2,410	2,457	98.1%	Adequate		538
Montgomery Blair ¹	ES	4,920	4,927	99.9%	Adequate	Moratorium	N/A
	MS	2,687	2,772	96.9%	Adequate		
	HS	3,619	2,912	124.3%	Inadequate		
James Hubert Blake ^{2,b}	ES	3,448	2,763	124.8%	Inadequate	Moratorium	N/A
	MS	1,624	1,588	102.3%	Adequate		
	HS	1,763	1,743	101.1%	Adequate		
Winston Churchill	ES	2,662	2,859	93.1%	Adequate	Open	769
	MS	1,588	1,785	89.0%	Adequate		553
	HS	2,181	1,986	109.8%	Adequate		202
Clarksburg ^{3,4}	ES	4,796	5,107	93.9%	Adequate	Open Conditionally	1,333
	MS	2,224	2,185	101.8%	Adequate		397
	HS	2,848	2,034	140.0%	Inadequate		119
Damascus ³	ES	2,209	2,313	95.5%	Adequate	Open	567
	MS	1,222	1,040	117.5%	Adequate		25
	HS	1,371	1,556	88.1%	Adequate		496
Albert Einstein	ES	2,941	3,079	95.5%	Adequate	Moratorium	N/A
	MS	1,345	1,481	90.8%	Adequate		
	HS	2,119	1,629	130.1%	Inadequate		
Gaithersburg	ES	4,694	4,668	100.6%	Adequate	Open	908
	MS	1,882	1,958	96.1%	Adequate		467
	HS	2,764	2,429	113.8%	Adequate		150
Walter Johnson	ES	4,660	4,542	102.6%	Adequate	Moratorium	N/A
	MS	2,398	2,433	98.6%	Adequate		
	HS	3,001	2,321	129.3%	Inadequate		
John F. Kennedy	ES	3,254	3,164	102.8%	Adequate	Open	543
	MS	1,875	1,778	105.5%	Adequate		258
	HS	2,062	2,221	92.8%	Adequate		603
Col. Zadok Magruder	ES	2,739	2,667	102.7%	Adequate	Open	462
	MS	1,301	1,619	80.4%	Adequate		641
	HS	1,725	1,941	88.9%	Adequate		604
Richard Montgomery ⁵	ES	2,853	3,008	94.8%	Adequate	Open Conditionally	757
	MS	1,467	1,432	102.4%	Adequate		251
	HS	2,722	2,218	122.7%	Inadequate		59
Northwest ⁴	ES	4,191	3,851	108.8%	Adequate	Open Conditionally	431
	MS	2,363	2,300	102.7%	Adequate		396
	HS	2,981	2,286	130.4%	Inadequate		135
Northwood ^{1,6}	ES	3,142	3,020	104.0%	Adequate	Open Conditionally	483
	MS	1,634	1,720	95.0%	Adequate		429
	HS	2,092	1,508	138.7%	Inadequate		1,147
Paint Branch	ES	2,752	2,455	112.1%	Adequate	Open	195
	MS	1,390	1,297	107.2%	Adequate		166
	HS	2,142	2,020	106.0%	Adequate		281

CLUSTER Test: Percent Utilization > 120% = Moratorium

Cluster Area	Level	Projected Enrollment			School Test Results		
		September 2024	Projected MCPS Program Capacity September 2024	Projected Cluster Utilization in September 2024	Cluster Capacity is:	Cluster Area Status is:	Moratorium Threshold*
Poolesville	ES	631	758	83.2%	Adequate	Open	279
	MS	405	468	86.5%	Adequate		156
	HS	1,237	1,170	105.7%	Adequate		166
Quince Orchard ^{5,7}	ES	2,915	2,982	97.8%	Adequate	Open Conditionally	664
	MS	1,489	1,643	90.6%	Adequate		482
	HS	2,311	1,837	125.8%	Inadequate		43
Rockville	ES	2,772	2,597	106.7%	Adequate	Open	345
	MS	1,093	944	115.8%	Adequate		39
	HS	1,664	1,549	107.4%	Adequate		194
Seneca Valley ⁴	ES	2,358	2,398	98.3%	Adequate	Open	520
	MS	1,326	1,345	98.6%	Adequate		287
	HS	1,301	2,581	50.4%	Adequate		896
Sherwood	ES	2,356	2,498	94.3%	Adequate	Open	642
	MS	1,289	1,448	89.0%	Adequate		448
	HS	1,966	2,188	89.9%	Adequate		659
Springbrook ^{2,b}	ES	3,104	3,266	95.0%	Adequate	Open	816
	MS	1,247	1,232	101.2%	Adequate		231
	HS	2,014	2,121	95.0%	Adequate		531
Watkins Mill	ES	3,073	2,767	111.1%	Adequate	Open	248
	MS	1,397	1,359	102.8%	Adequate		233
	HS	1,939	1,933	100.3%	Adequate		380
Wheaton	ES	3,271	3,439	95.1%	Adequate	Open	856
	MS	1,772	1,700	104.2%	Adequate		267
	HS	2,318	2,234	103.8%	Adequate		362
Walt Whitman	ES	2,665	2,540	104.9%	Adequate	Open	384
	MS	1,591	1,502	105.9%	Adequate		211
	HS	2,227	2,262	98.5%	Adequate		487
Thomas S. Wootton ⁷	ES	3,043	3,527	86.3%	Adequate	Open	1,190
	MS	1,414	1,514	93.4%	Adequate		402
	HS	1,968	2,142	91.9%	Adequate		602

* Indicates the number of additional projected students that would trigger a moratorium for the cluster area.

The cluster service area status and moratorium thresholds reflect the estimated impacts of:

¹ CIP projects (P651708 and P651709) that will reassign students from Forest Knolls ES (Northwood cluster) to Montgomery Knolls ES (K-2) and Pine Crest ES (3-5) (both in the Montgomery Blair cluster) in September 2020.

² CIP projects (P651902 and P651903) that will reassign students from JoAnn Leleck ES (at Broad Acres) (Springbrook cluster) to Roscoe R. Nix ES (K-2) and Cresthaven ES (3-5) (both with split articulation between the James H. Blake and Springbrook clusters) in September 2022.

³ a CIP project (P651901) that will reassign students from Cedar Grove ES and Wilson Wims ES (both with split articulation between the Clarksburg and Damascus clusters) to Clarksburg ES #9 (Clarksburg cluster) in September 2022.

⁴ a CIP project (P926575) that will reassign students from Clarksburg HS and Northwest HS to Seneca Valley HS in September 2020.

⁵ a CIP project (P651909) that will reassign students from Richard Montgomery HS and Quince Orchard HS to the new Crown HS in September 2024.

⁶ Northwood HS temporarily relocating to a reopened Woodward HS (P651908) in September 2023.

⁷ a CIP project (P651905) that will reassign students from Rachel Carson ES (Quince Orchard cluster) to DuFief ES (Thomas S. Wootton cluster) in September 2022.

The cluster service area status and moratorium thresholds reflect the impacts of:

^a a six-classroom placeholder project (P651916) at Bethesda ES and a four-classroom placeholder project (P651914) at Somerset ES.

^b a four-classroom placeholder project (P652004) at Francis Scott Key MS.

Table 4.

Subdivision Staging Policy FY 2020 School Test: School Utilization in 2024-2025
Reflects Approved FY 2020 Capital Budget

INDIVIDUAL Elementary School Test: Seat Deficit \geq 110 seats and Percent Utilization $>$ 120% = Moratorium

Elementary School Area	Projected Enrollment September 2024	Projected MCPS Program Capacity September 2024	Projected School Seat Deficit/Surplus in September 2024	Projected School Utilization in September 2024	School Test Results		
					School Capacity is:	Elementary School Area Status is:	Moratorium Threshold*
Arcola	691	651	-40	106.1%	Adequate	Open	91
Ashburton	865	770	-95	112.3%	Adequate	Open	60
Bannockburn	475	366	-109	129.8%	Adequate	Open	1
Lucy V. Barnsley	729	652	-77	111.8%	Adequate	Open	54
Beall	589	639	+50	92.2%	Adequate	Open	178
Bel Pre ¹	1,041	1,079	+38	96.5%	Adequate	Open	254
Bells Mill	627	626	-1	100.2%	Adequate	Open	125
Belmont	331	424	+93	78.1%	Adequate	Open	203
Bethesda*	731	560	-171	130.5%	Inadequate	Open Conditionally	107
Beverly Farms	594	689	+95	86.2%	Adequate	Open	233
Bradley Hills	661	664	+3	99.5%	Adequate	Open	136
Brooke Grove	443	517	+74	85.7%	Adequate	Open	184
Brookhaven	477	475	-2	100.4%	Adequate	Open	108
Brown Station	570	761	+191	74.9%	Adequate	Open	344
Burning Tree	505	378	-127	133.6%	Inadequate	Moratorium	N/A
Burnt Mills	669	392	-277	170.7%	Inadequate	Moratorium	N/A
Burtonsville	571	513	-58	111.3%	Adequate	Open	52
Candlewood	402	515	+113	78.1%	Adequate	Open	223
Cannon Road	437	481	+44	90.9%	Adequate	Open	154
Carderock Springs	413	407	-6	101.5%	Adequate	Open	104
Rachel Carson ¹	1,045	690	-355	151.4%	Inadequate	Open Conditionally	173
Cashell	424	340	-84	124.7%	Adequate	Open	26
Cedar Grove ²	394	418	+24	94.3%	Adequate	Open	187
Chevy Chase ³	1,197	1,459	+262	82.0%	Adequate	Open	554
Clarksburg ²	632	311	-321	203.2%	Inadequate	Open Conditionally	167
Clearspring	696	642	-54	108.4%	Adequate	Open	75
Clopper Mill	618	470	-148	131.5%	Inadequate	Moratorium	N/A
Cloverly	604	461	-143	131.0%	Inadequate	Moratorium	N/A
Cold Spring	306	458	+152	66.8%	Adequate	Open	262
College Gardens	673	678	+5	99.3%	Adequate	Open	141
Cresthaven ^{3,iii}	1,080	1,480	+400	73.0%	Adequate	Open	377
Capt. James E. Daly	611	528	-83	115.7%	Adequate	Open	27
Damascus	374	351	-23	106.6%	Adequate	Open	87
Darnestown	306	419	+113	73.0%	Adequate	Open	223
Diamond	782	679	-103	115.2%	Adequate	Open	33
Dr. Charles R. Drew	480	501	+21	95.8%	Adequate	Open	131
DuFief ¹	314	740	+426	42.4%	Adequate	Open	186
East Silver Spring	527	560	+33	94.1%	Adequate	Open	146
Fairland	668	653	-15	102.3%	Adequate	Open	116
Fallsmead	542	551	+9	98.4%	Adequate	Open	120
Farmland	898	715	-183	125.6%	Inadequate	Moratorium	N/A
Fields Road	489	457	-32	107.0%	Adequate	Open	78
Flower Hill	477	470	-7	101.5%	Adequate	Open	103
Flower Valley	488	416	-72	117.3%	Adequate	Open	38
Forest Knolls ⁴	775	529	-246	146.5%	Inadequate	Open Conditionally	141
Fox Chapel	606	683	+77	88.7%	Adequate	Open	214
Gaithersburg ⁵	931	788	-143	118.1%	Adequate	Open	142
Galway	780	764	-16	102.1%	Adequate	Open	137
Garrett Park	842	776	-66	108.5%	Adequate	Open	90
Georgian Forest	684	649	-35	105.4%	Adequate	Open	95
Germantown	339	309	-30	109.7%	Adequate	Open	80
William B. Gibbs Jr.	671	714	+43	94.0%	Adequate	Open	186
Glen Haven	494	561	+67	88.1%	Adequate	Open	180
Glenallan	838	762	-76	110.0%	Adequate	Open	77
Goshen	637	594	-43	107.2%	Adequate	Open	76
Great Seneca Creek	573	561	-12	102.1%	Adequate	Open	101

INDIVIDUAL Elementary School Test: Seat Deficit \geq 110 seats and Percent Utilization $>$ 120% = Moratorium

Elementary School Area	Projected Enrollment September 2024	Projected MCPS Program Capacity September 2024	Projected School Seat Deficit/Surplus in September 2024	Projected School Utilization in September 2024	School Test Results		
					School Capacity is:	Elementary School Area Status is:	Moratorium Threshold*
Greencastle	719	619	-100	116.2%	Adequate	Open	24
Greenwood	508	584	+76	87.0%	Adequate	Open	193
Harmony Hills	727	709	-18	102.5%	Adequate	Open	124
Highland	581	540	-41	107.6%	Adequate	Open	69
Highland View	402	288	-114	139.6%	Inadequate	Moratorium	N/A
Jackson Road	661	699	+38	94.6%	Adequate	Open	178
Jones Lane	463	516	+53	89.7%	Adequate	Open	163
Kemp Mill	533	458	-75	116.4%	Adequate	Open	35
Kensington-Parkwood	665	746	+81	89.1%	Adequate	Open	231
Lake Seneca	588	415	-173	141.7%	Inadequate	Moratorium	N/A
Lakewood	485	556	+71	87.2%	Adequate	Open	183
Laytonsville	359	449	+90	80.0%	Adequate	Open	200
JoAnn Leleck ³	997	715	-282	139.4%	Inadequate	Open Conditionally	182
Little Bennett	608	611	+3	99.5%	Adequate	Open	126
Luxmanor	654	758	+104	86.3%	Adequate	Open	256
Thurgood Marshall	737	558	-179	132.1%	Inadequate	Moratorium	N/A
Maryvale	699	694	-5	100.7%	Adequate	Open	134
Spark M. Matsunaga	708	652	-56	108.6%	Adequate	Open	75
S. Christa McAuliffe	555	740	+185	75.0%	Adequate	Open	334
Ronald McNair	865	761	-104	113.7%	Adequate	Open	49
Meadow Hall	423	375	-48	112.8%	Adequate	Open	62
Mill Creek Towne	393	336	-57	117.0%	Adequate	Open	53
Monocacy	147	219	+72	67.1%	Adequate	Open	182
Montgomery Knolls ^{4,iv}	961	1,315	+354	73.1%	Adequate	Open	341
New Hampshire Estates ^v	932	810	-122	115.1%	Adequate	Open	41
Roscoe R. Nix ^{3,iii}	1,080	1,480	+400	73.0%	Adequate	Open	377
North Chevy Chase ⁱⁱ	1,197	1,459	+262	82.0%	Adequate	Open	554
Oak View ^v	932	810	-122	115.1%	Adequate	Open	41
Oakland Terrace	458	526	+68	87.1%	Adequate	Open	178
Olney	715	607	-108	117.8%	Adequate	Open	14
William T. Page	676	387	-289	174.7%	Inadequate	Moratorium	N/A
Pine Crest ^{4,iv}	961	1,315	+354	73.1%	Adequate	Open	341
Piney Branch ⁱⁱ	1,390	1,355	-35	102.6%	Adequate	Open	237
Poolesville	484	539	+55	89.8%	Adequate	Open	165
Potomac	434	472	+38	91.9%	Adequate	Open	148
Judith A. Resnik	652	498	-154	130.9%	Inadequate	Moratorium	N/A
Dr. Sally K. Ride	485	467	-18	103.9%	Adequate	Open	92
Ritchie Park	436	388	-48	112.4%	Adequate	Open	62
Rock Creek Forest	807	709	-98	113.8%	Adequate	Open	44
Rock Creek Valley	433	460	+27	94.1%	Adequate	Open	137
Rock View	583	674	+91	86.5%	Adequate	Open	226
Lois P. Rockwell	492	530	+38	92.8%	Adequate	Open	148
Rolling Terrace	658	709	+51	92.8%	Adequate	Open	193
Rosemary Hills ⁱⁱ	1,197	1,459	+262	82.0%	Adequate	Open	554
Rosemont ⁵	714	595	-119	120.0%	Adequate	Open	108
Bayard Rustin	612	745	+133	82.1%	Adequate	Open	283
Sequoiah	391	508	+117	77.0%	Adequate	Open	227
Seven Locks	434	424	-10	102.4%	Adequate	Open	100
Sherwood	520	530	+10	98.1%	Adequate	Open	120
Sargent Shriver	840	673	-167	124.8%	Inadequate	Moratorium	N/A
Flora M. Singer	735	680	-55	108.1%	Adequate	Open	82
Sligo Creek	698	710	+12	98.3%	Adequate	Open	155
Somerset ^b	656	515	-141	127.4%	Inadequate	Open Conditionally	73
South Lake	877	701	-176	125.1%	Inadequate	Moratorium	N/A
Stedwick	630	675	+45	93.3%	Adequate	Open	181
Stone Mill	635	695	+60	91.4%	Adequate	Open	200
Stonegate	533	372	-161	143.3%	Inadequate	Moratorium	N/A
Strathmore ⁱ	1,041	1,079	+38	96.5%	Adequate	Open	254
Strawberry Knoll ⁵	701	454	-247	154.4%	Inadequate	Open Conditionally	101
Summit Hall ⁵	711	435	-276	163.4%	Inadequate	Open Conditionally	101

INDIVIDUAL Elementary School Test: Seat Deficit \geq 110 seats and Percent Utilization $>$ 120% = Moratorium

Elementary School Area	Projected Enrollment September 2024	Projected MCPS Program Capacity September 2024	Projected School Seat Deficit/Surplus in September 2024	Projected School Utilization in September 2024	School Test Results		
					School Capacity is:	Elementary School Area Status is:	Moratorium Threshold*
Takoma Park ^{vi}	1,390	1,355	-35	102.6%	Adequate	Open	237
Travilah	372	527	+155	70.6%	Adequate	Open	265
Twinbrook	543	558	+15	97.3%	Adequate	Open	127
Viers Mill	629	743	+114	84.7%	Adequate	Open	263
Washington Grove ^v	641	613	-28	104.6%	Adequate	Open	111
Waters Landing	730	776	+46	94.1%	Adequate	Open	202
Watkins Mill	761	641	-120	118.7%	Adequate	Open	9
Wayside	573	648	+75	88.4%	Adequate	Open	205
Weller Road	743	772	+29	96.2%	Adequate	Open	184
Westbrook	323	547	+224	59.0%	Adequate	Open	334
Westover	268	283	+15	94.7%	Adequate	Open	125
Wheaton Woods	546	741	+195	73.7%	Adequate	Open	344
Whetstone	805	750	-55	107.3%	Adequate	Open	96
Wilson Wims ²	785	752	-33	104.4%	Adequate	Open	290
Wood Acres	611	725	+114	84.3%	Adequate	Open	260
Woodfield	328	399	+71	82.2%	Adequate	Open	181
Woodlin	584	659	+75	88.6%	Adequate	Open	207
Wyngate	736	777	+41	94.7%	Adequate	Open	197

* Indicates the number of additional projected students that would trigger a moratorium for the elementary school area.

The school service area status and moratorium threshold reflect the estimated impacts of:

¹ a CIP project (P651905) that will reassign students from Rachel Carson ES to DuFief ES in September 2022.

² a CIP project (P651901) that will reassign students from Clarksburg ES, Cedar Grove ES and Wilson Wims ES to Clarksburg ES #9 in September 2022.

³ CIP projects (P651902 and P651903) that will reassign students from JoAnn Leleck ES at Broad Acres to Roscoe R. Nix ES (K-2) and Cresthaven ES (3-5) in September 2022.

⁴ CIP projects (P651708 and P651709) that will reassign students from Forest Knolls ES to Montgomery Knolls ES (K-2) and Pine Crest ES (3-5) in September 2020.

⁵ a CIP project (P651518) that will reassign students from Gaithersburg ES, Rosemont ES, Strawberry Knoll ES, Summit Hall ES and Washington Grove ES to Gaithersburg ES #8 in September 2022.

The school service area status and moratorium threshold reflect the impacts of:

^a a six-classroom placeholder project (P651916) at Bethesda ES.

^b a four-classroom placeholder project (P651914) at Somerset ES.

Test data and results reflect the combined utilization of the following school pairings, which serve the same geographic areas:

ⁱ Bel Pre ES (K-2) and Strathmore ES (3-5).

ⁱⁱ Rosemary Hills ES (K-2), Chevy Chase ES (3-5) and North Chevy Chase ES (3-5).

ⁱⁱⁱ Roscoe R. Nix ES (K-2) and Cresthaven ES (3-5).

^{iv} Montgomery Knolls ES (K-2) and Pine Crest ES (3-5).

^v New Hampshire Estates ES (K-2) and Oak View ES (3-5).

^{vi} Takoma Park ES (K-2) and Piney Branch ES (3-5).