



Planning Board Draft Plan- MDP Local Jurisdiction Annual Report; Measures and Indicators



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Completed: 06-10-2021

Staff Recommendation:

Approve the attached 2020 Annual Land Use Report for Montgomery County for transmittal to the County Council President and the Maryland State Department of Planning.

Summary:

As per the requirements established recently by SB 280/HB 295, SB 276/HB 295, SB 273/HB 294, this is the eleventh such annual report prepared for approval by the Montgomery County Planning Board. The objective for this request is to monitor growth statewide and to determine if State Smart Growth policies are having beneficial or unanticipated effects.

The requested data was compiled using various sources to include zoning and subdivision approval data from the department's Hansen plan tracking system, permitting records from our digital links to DPS systems, school CIP and APFO information from MCPS, and from other County GIS data layers.

The State requires this report to be filed with local jurisdiction's legislative body. With Board approval, the document will be transmitted to the County Council President and to the Maryland State Department of Planning.

2020

LOCAL JURISDICTION ANNUAL REPORT FOR MONTGOMERY COUNTY TO THE MARYLAND STATE DEPARTMENT OF PLANNING



Report was compiled and prepared by the Montgomery County Planning Department and submitted to the Maryland Department of Planning as required by State of Maryland legislation. Results presented within the report are part of the State of Maryland's ongoing effort to monitor growth statewide and to determine the effectiveness of smart growth policies.

**Montgomery County Planning Department
Information Technology & Innovation (ITI)**

June 2021

ACKNOWLEDGEMENTS

The Information, Technology & Innovation (ITI) division would like to thank the following people for their contributions to this report:

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**Section I: New Residential Permits Issued (Inside and Outside the PFA)
 (§1-208(c)(1)(i) and (c)(3)(ii))**

(A) In Table 1, New Residential Permits Issued (Inside and Outside the PFA) below, enter the number of new residential building permits issued in calendar year (2020). Enter 0 if no new residential building permits were issued in 2020.

Table 1: New Residential Permits Issued: Inside and Outside the Priority Funding Area (PFA)

Residential – Calendar Year 2020	PFA	Non - PFA	Total
# New Residential Permits Issued	900	122	1,022

Section II: Amendments and Growth-Related Changes in Development Patterns (§1-207(c)(1) and (c)(2))

Note: Growth related changes in development patterns are changes in land use, zoning, transportation capacity improvements, new subdivisions, new schools or school additions, or changes to water and sewer service areas.

(A) Were any new comprehensive plan or plan elements adopted? If yes, briefly summarize what was adopted Y N

Completed Master Plans 2020:

Area Plans

Montgomery Hills & Forest Glen Sector Plan (1)
Germantown Plan for the Town Sector Zone (2)

In-Progress Master Plans 2020:

Area Plans

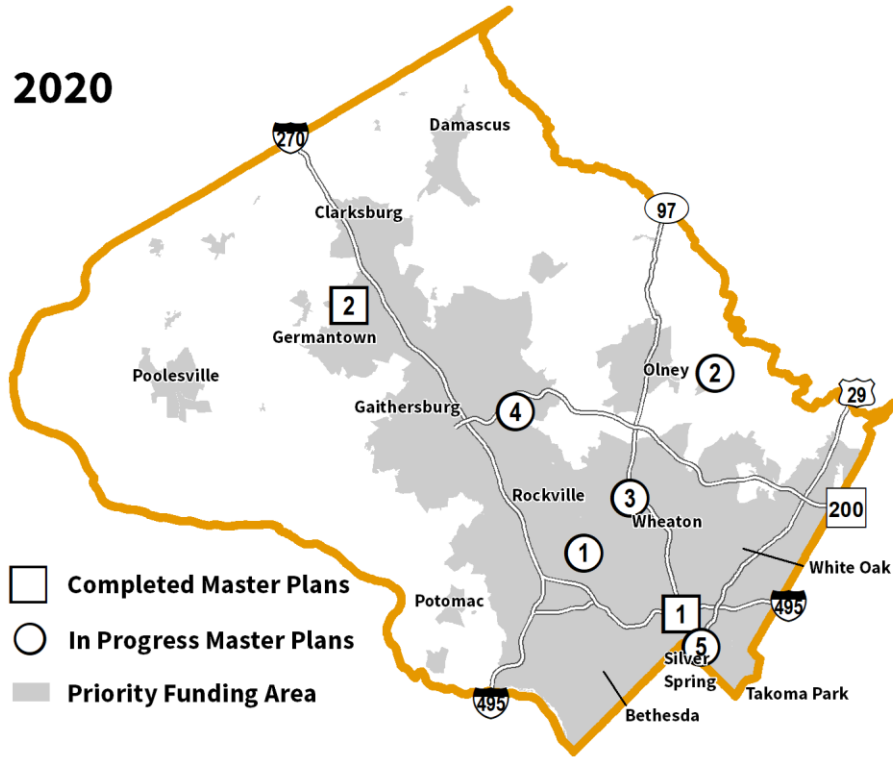
Advancing the Pike District (1)
Ashton Village Center Sector Plan (2)
Aspen Hill Vision Zero (3)
Shady Grove Sector Plan Amendment (4)
Silver Spring Downtown - Adjacent Communities Plan (5)

Other Plans

General Plan: Thrive Montgomery 2050
Pedestrian Master Plan
Rustic Roads Functional Master Plan Update
Corridor Forward: The I-270 Transit Plan

Note: Numbers in parenthesis above correspond to numbers on map below

Source: Montgomery County Planning Department, 2020



(B) Were there any amendments to the zoning regulations or zoning map? If yes, briefly summarize each amendment, include a map, or GIS shapefile, if available Y N

There were 10 zoning text amendments (ZTAs) introduced or adopted by the Montgomery County Council in 2020. There were three ZTAs introduced by the Council in 2020 that have not yet been adopted (some remain on the docket for consideration in 2021). Descriptions for each ZTA introduced or adopted in 2020 are provided below. Most of the ZTAs introduced in 2020 involve changes to development standards or requirements for approval, or minor modifications, to allowable land uses.

The ZTA with the most potential to influence future development patterns is Zoning Text Amendment 20-07, which removed would expand the type of residential uses allowed in certain single-family zones to allow more diverse housing typologies.

ZTAs and adopted or introduced in 2020 (except where indicated otherwise):

ZTA 19-06: Vape Shops

Introduced 9/17/2019

Adopted 3/31/2020

- Define Vape Shop in the Code.
- Add Vape Shops to the use table.
- Create use standards for the use.

ZTA 19-08: Bicycle Parking requirements and design standards

Introduced 10/22/2019

Adopted 7/21/2020

- Amend the on-site bicycle parking requirements for certain uses.
- Implemented new design standards for bicycle parking.

ZTA 20-01: Solar Collection systems, AR Zone

Introduced 1/21/2020

Adopted 2/23/2021

- Amended the provision for solar collection facilities to allow up to 2MB facilities in the AR zone under certain circumstances.
- Minor amendments to solar collection systems in other zones.

ZTA 20-02 Accessory Structure Standards

Introduced 1/28/2020

WITHDRAWN

ZTA 20-03 Townhouse Living Conditional Use Standards

Introduced 9/29/2020

- Modifies the use and development standards for townhouses as a conditional use in residential zones.
- Eliminates the requirement for abutting bus service, revises the number of accessible parking spaces required, and clarifies the distance from a Metrorail station.

ZTA 20-04: Accessory Mulching and Composting

Introduced: 10/27/2020

Adopted: 2/9/2021

- Modified the requirements for accessory mulching and composting within the definition of farming.
- Increased the allowed off-site materials from 20% to 50% of the materials used in processing of mulch or compost.

ZTA 20-05: CR Zones additional height

Introduced 11/10/2020

- Would modify the development standards for CR Zones, allowing the Planning Board to approve buildings up to 200 feet tall under certain circumstances.
- For properties within a CBD, ¼ mile of a Metrorail station and abutting or confronting on at least 2 sides properties that are CR zoned and mapped with a height of at least 200 feet and providing either a major public facility or at least 15% MPDUs.

ZTA 20-06: Surface Parking as a Special Exception in Residential Zones

Introduced 11/10/2020 Adopted: 3/16/2021

- Amends the definition of surface parking in a residential zone to include parking approved by special exception in conjunction with a commercial use.
- Modifies the approval procedure allowing the Planning Board to review the parking as a site plan rather than the Hearing Examiner as a special exception amendment.

ZTA 20-07: R-60 Zone Uses and Standards – Missing Middle Housing

Introduced 12/8/2020

- Amends the use standards of the R-60 zone to allow duplexes, townhouses and apartments by-right on properties under 25,000 sq. ft. in size, within 1 mile of a Metrorail station.
- Modifies the parking and infill development requirement standards for properties within ½ mile of a Metrorail station.
- Generally, amends the standards of the R-60 zone near Metrorail stations.

ZTA 20-08: Continuing Care Retirement Communities (CCRC)

Introduced 12/8/2020

Adopted: 5/11/2021

- Adds a definition for CCRC
- Amends the provisions and use standards for certain Residential Care Facilities

SRAs adopted or introduced in 2020 (except where indicated otherwise):

SRA 21-01: Adequate Public Facilities/Preliminary Subdivision Plans – Validity Periods

Introduced 6/23/2020

Adopted 7/28/2020

- Amended the General Requirements and Preliminary Plan requirements to extend the validity periods for Preliminary Plans and for Adequate Public Facility determinations for currently unexpired approvals

SRA 21-02: Subdivision Ordinance – Revisions, Clarifications, and Corrections

Introduced 12/8/2020

- Omnibus package of amendments to the Subdivision Ordinance as proposed by the Planning Board.
- Generally cleaning up and clarifying existing language or provisions within.

The following are the Sectional, Local Map & Development Plan Amendments adopted in 2020:

Local Map Amendment H-131

Kingsview Station, A Joint Venture

Kingsview Station, A Joint Venture (Kingsview or Applicant) filed LMA Application No. H-131 on March 6, 2019. The application asks to rezone approximately 10.27 acres of property from the R-200

and R-200/TDR 6 (Residential) Zones to the CRNF (Commercial Residential Neighborhood Floating Zone) 1.0, C-0.25, R-0.75, H-55. Exhibit 1. The subject property consists of six parcels (N210, P. 220, P. 274, Pt. P. 322, Pt. P 330, P.536 and the Liberty Mill Road right-of-way). The property is in the southeast quadrant of the intersection of Germantown Road (Md. Rte. 118) and Clopper Road (Md. Rte. 117). Kingsview submitted revised plans on August 14, 2019, and September 16, 2019. Exhibits 37, 38. Notice of the public hearing (Exhibit 39) to be held on December 16, 2019, was mailed out and posted on OZAH's website on November 14, 2019. After noticing the public hearing, OZAH was advised that the Planning Board did not have enough time to issue its written recommendation on the application within the time required by the Zoning Ordinance. With the consent of the Applicant, the public hearing was postponed to January 3, 2020. The public hearing proceeded as rescheduled. The Applicant presented three expert witnesses and a representative of the Applicant. The record was left open until January 24, 2020, to receive additional information from the Planning Board on the accuracy of the delineation of the environmental buffers, the Planning Board's resolution approving the Preliminary Forest Conservation Plan (PFCP), and additional information on the Applicant's stormwater management strategy. Information on the environmental buffer and the stormwater strategy were provided prior to January 24, 2020. The PFCP was issued on February 3, 2020. The Hearing Examiner re-opened the record to include the Planning Board's resolution approving the PFCP and the record closed on February 3, 2020.

Local Map Amendment H-135

ELP Bethesda at Rock Spring

ELP Bethesda at Rock Spring LLC (ELP or Applicant) filed Local Map Amendment (LMA) Application No. H-135 on December 20, 2019. The application seeks to rezone approximately 33.64 acres of land from the CR-1.5, C-0.75, R-0.75, H-150 to the CRF (Commercial Residential Floating Zone) 1.5, C-0.75, R-1.5, H-150. Exhibit 2. The subject property is situated east of the I270 Spur and south and west of Fernwood Road. Located at 10400 Fernwood Road, Bethesda, MD the property is further described as Rock Spring Center Pt. Pars 6 & 12 (Tax Acct. No. 04-01567726). Ex. 25. ELP submitted a revised Floating Zone Plan (FZP) on March 3, 2020. Exhibit 42. On March 12, 2020, OZAH noticed a public hearing (Exhibit 49) scheduled for April 17, 2020. Staff of the Montgomery County Planning Department (Planning Staff or Staff) issued reports recommending approval of the LMA and the associated Preliminary Forest Conservation Plan (PFCP) on March 16, 2020. Exhibits 51, 52. At its meeting on March 26, 2020, the Planning Board recommended approval of the LMA and approved the PFCP. Exhibits 54, 55. The public hearing proceeded as scheduled. No one appeared in opposition to the application.

Sectional Map Amendment H-137

Forest Glen/Montgomery Hills Sector Plan Sectional Map Amendment

Resolution 19-689

Adopted: 12-08-2020

The following Corrective Map Amendments were adopted in 2020:

Corrective Map Amendment H-130

Correct Technical Errors in Zoning Boundaries on the Official Zoning Map for Certain Properties Located in the County

Resolution 19-351

Adopted: 01-28-2020

Source: Montgomery County Planning Department & Montgomery County Board of Appeals

- (C) Were there any growth-related changes, including land use changes, annexations, new schools, changes in water or sewer service areas, etc., pursuant to the Land Use Article? If yes, please list or map and provide a description of consistency of internal, state or adjoining local jurisdiction plans.** Y N

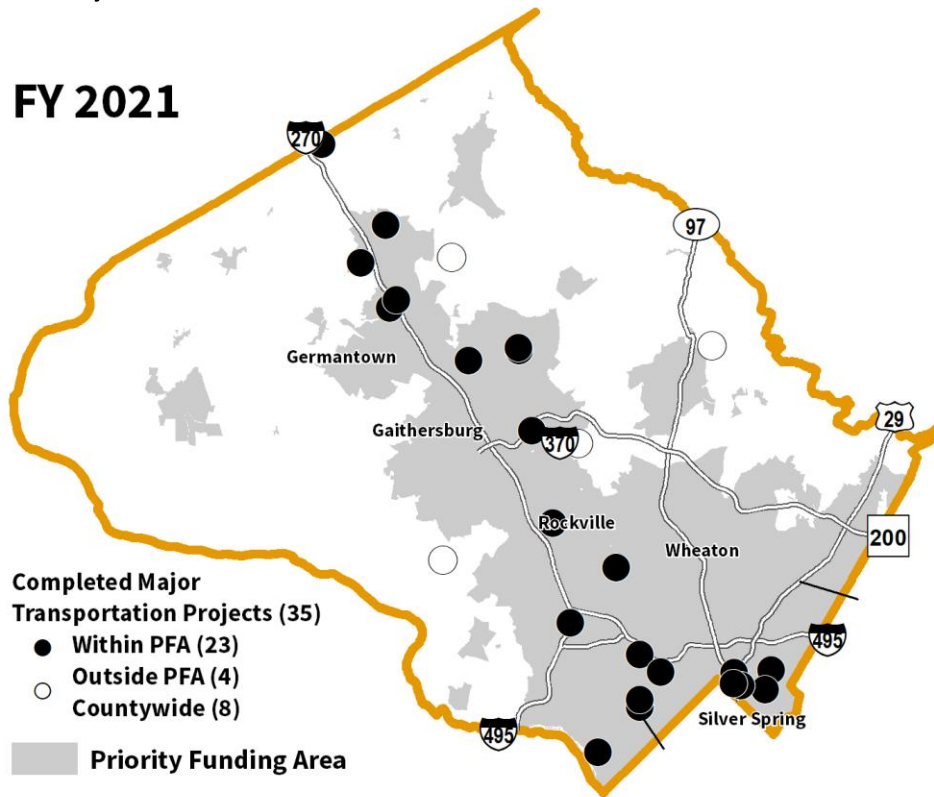
Montgomery County, like many jurisdictions, continues to work on strategies to deal with the persistent slowdown in demand for new office space. The data show that the Montgomery County office centers located in mixed-use centers with quality amenities, a sense of place and good transit connectivity are best positioned to compete. Single-use office developments without convenient transit or highway access are attracting fewer tenants. The current COVID-19 crisis makes it hard to predict what the future holds for the office market. It is likely that as the COVID-19 crisis eases, the increase in teleworking will persist. That increase is likely to suppress overall demand for office in the coming years and we expect that future office development is going to occur at a slower pace. Our recent planning efforts have looked to provide tools necessary to stimulate development in underutilized areas and create attractive office locations.

Transportation Capital Improvement Projects:

Mapped Projects	Category
Advance Reforestation	Roads
Bethesda CBD Streetscape	Roads
Bethesda Lot 31 Parking Garage	Parking
Bethesda Transportation Infrastructure Development	Traffic Mitigation
BRAC Bicycle and Pedestrian Facilities	Bike Ped
Century Boulevard	Roads
Clarksburg Transportation Connections	Roads
Davis Mill Road Emergency Stabilization	Roads
Dedicated but Unmaintained County Roads	Roads
Elmhirst Parkway Bridge	Bridges
Equipment Maintenance and Operations Center	Mass Transit
Flower Avenue Sidewalk	Bike Ped
Gold Mine Road Bridge M-0096	Bridges
Highway Noise Abatement	Roads
Maryland/Dawson Extended	Roads
MCPS & M-NCPPC Maintenance Facilities Relocation	Mass Transit
MD 355 Sidewalk	Bike Ped
Montgomery Mall Transit Center	Mass Transit

Montrose Parkway East	Roads
Needwood Road Bike path	Bike Ped
North County Maintenance Depot	Highway Maintenance
Park Valley Road Bridge	Bridges
Parking Lot Districts Service Facility	Parking
Piney Meetinghouse Road Bridge	Bridges
Platt Ridge Drive Extended	Roads
Rockville Sidewalk Extensions	Bike Ped
Silver Spring Lot 3 Parking Garage	Parking
Silver Spring Transit Center	Mass Transit
Snouffer School Road North	Roads
State Transportation Participation	Roads
Stringtown Road	Roads
Stringtown Road Extended	Roads
Transit Park and Ride Lot Renovations	Mass Transit
Wapakoneta Road Improvements	Roads
Watkins Mill Road Extended	Roads

Source: Montgomery County Department of Transportation, Division of Transportation Engineering, Completed Project List for FY 2021



New Schools, Revitalization/Expansion and/or Additions to Schools

New Schools:

None

Revitalization/Expansions:

None

Additions:

Montgomery Knolls ES (1)

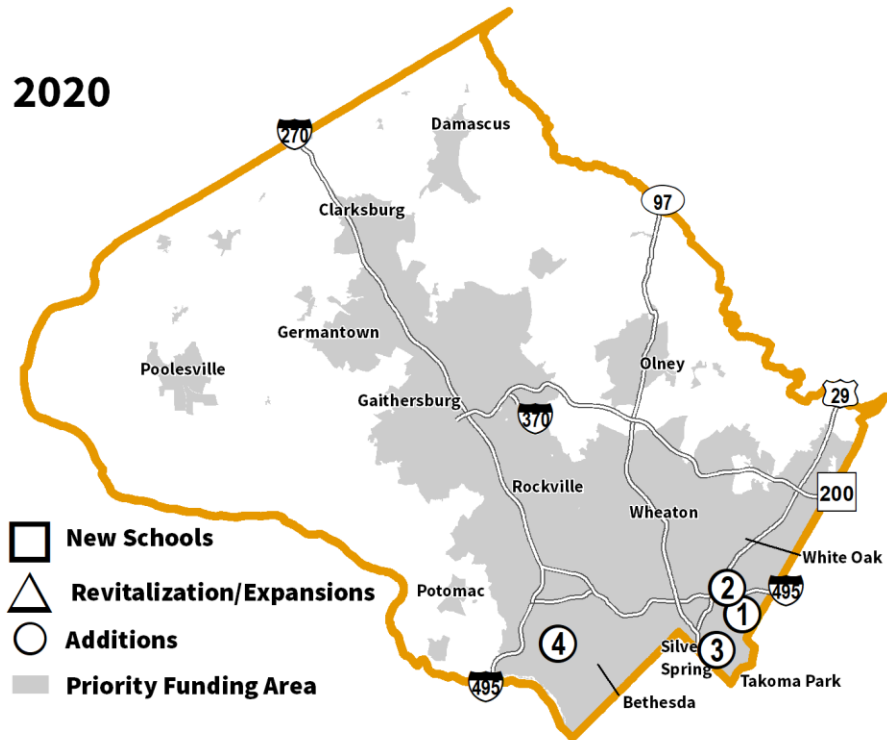
Pine Crest ES (2)

Takoma Park MS (3)

Thomas W. Pyle MS (4)

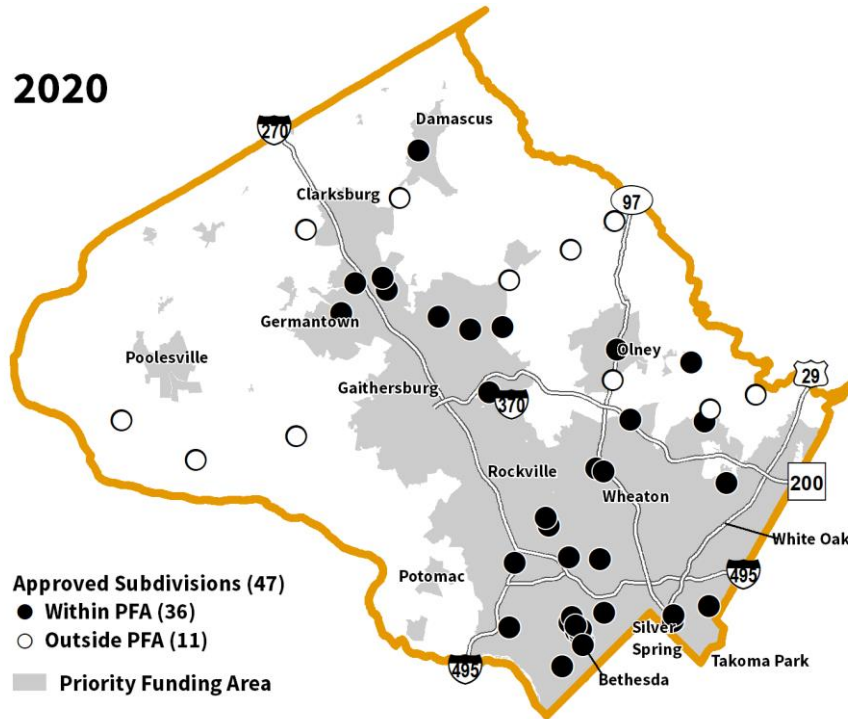
Note: Numbers in parenthesis above correspond to the numbers on map below

Source: Montgomery County Public Schools (MCPS, FY2020)



New Subdivisions

47 new subdivisions were approved in 2020; 36 (77%) located within the PFA, while 11 (23%) were located outside.



Source: Montgomery County Planning Department, CY 2020

(D) Did your jurisdiction identify any recommendations for improving the planning and development process with the jurisdiction? If yes, please list Y N

The Montgomery County Council adopted the Racial Equity and Social Justice Act in November 2019. The Act took effect on March 2, 2020 and, among other related things, requires the Planning Board to explicitly consider racial equity and social justice impacts when preparing a Master Plan. The Act also requires the county's Office of Legislative Oversight (OLO) to prepare racial equity and social justice impact statements for every Bill considered by the Council. Similarly, Bill 44-20 was introduced in September 2020 and adopted by the Council in December 2020, requiring OLO to prepare racial equity and social justice impact statements for each Zoning Text Amendment introduced by the Council starting in September 2021.

Section III: Development Capacity Analysis (DCA) (§1-208(c)(iii))

Note: MDP provides technical assistance to local governments in completing a development capacity analyses. Please contact your MDP regional planner for more information.

(A) Has an updated DCA been submitted with your Annual Report or to MDP with the last three years?

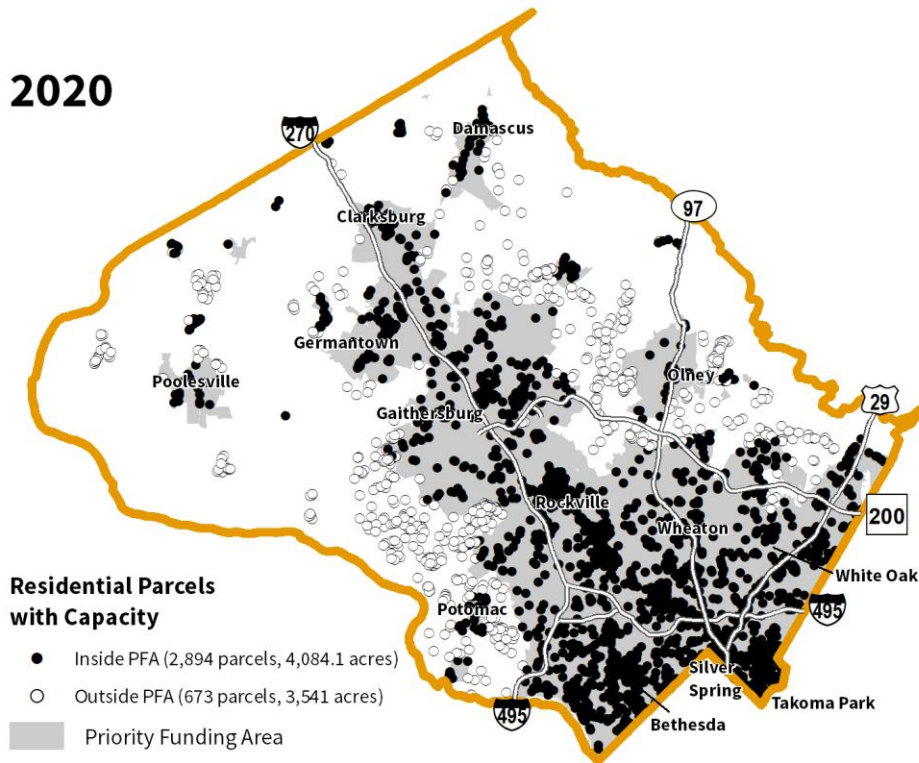
Y N

1. If no, explain why an updated DCA has not been submitted, such as, no substantial growth changes, etc.
2. If yes, when was the last DCA submitted? Identify Month and Year:
Was the DCA shared with the local School Board Facilities Planner? Y N

(B) Using the most current DCA available, provide the following data on capacity inside and outside the PFA in Table 2, Residential Development Capacity (Inside and Outside the PFA):

Table 2: Residential Development Capacity (Inside and Outside the PFA)

Parcels & Lots w/ Residential Capacity	PFA	Non – PFA	Total
Residentially Zoned Acres w/ Capacity	4,084.1	3,541	7,625.1
Residential Parcel & Lots w/Capacity	2,894	673	3,567
Residential Capacity (Units)	75,244	3,165	78,409



Section IV: (Locally) Funded Agricultural Land Preservation & Local Land Use Goal (Counties Only) (§1-208(C)(1) iv and v)

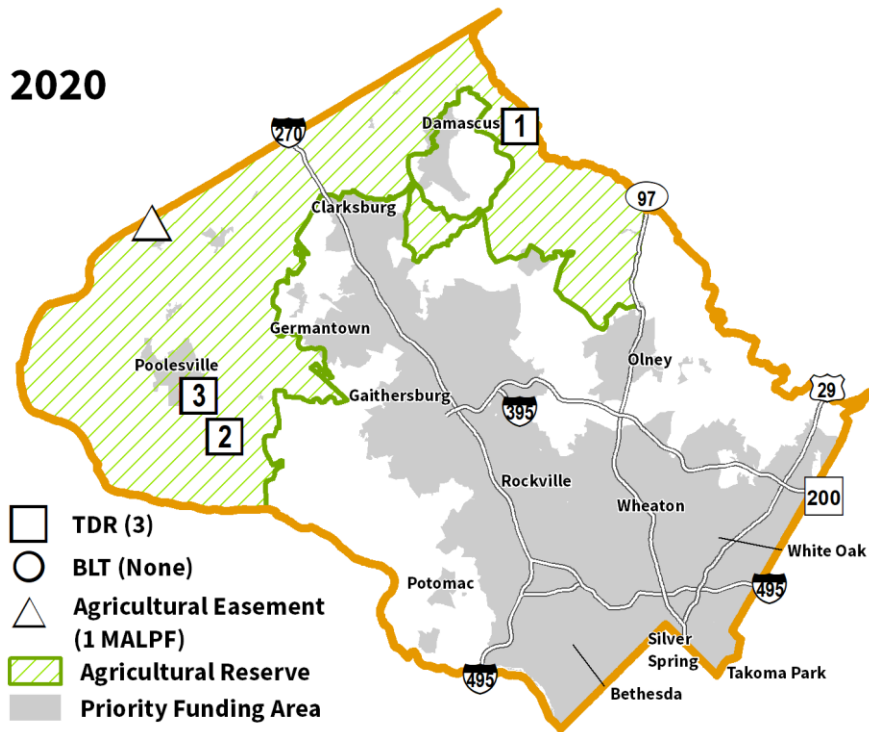
(A) How many acres were preserved using local agricultural land preservation funding? Enter 0 if no acres were preserved using local funds. Enter value of local program funds, if available.

Table 3: Locally Funded Agricultural Land Preservation

Local Preservation Program Type	Acres
Example: Transfer of Development Rights	236.5
Example: Building Lot Retirement	0
Example: Land Purchase	47.6
Example: Local Land Trust	NA*
Example: Easement	314.7
Example: Other (Agricultural Easements)	101
Total	699.8**

* For more information, go to: www.findalandtrust.org/counties/24031

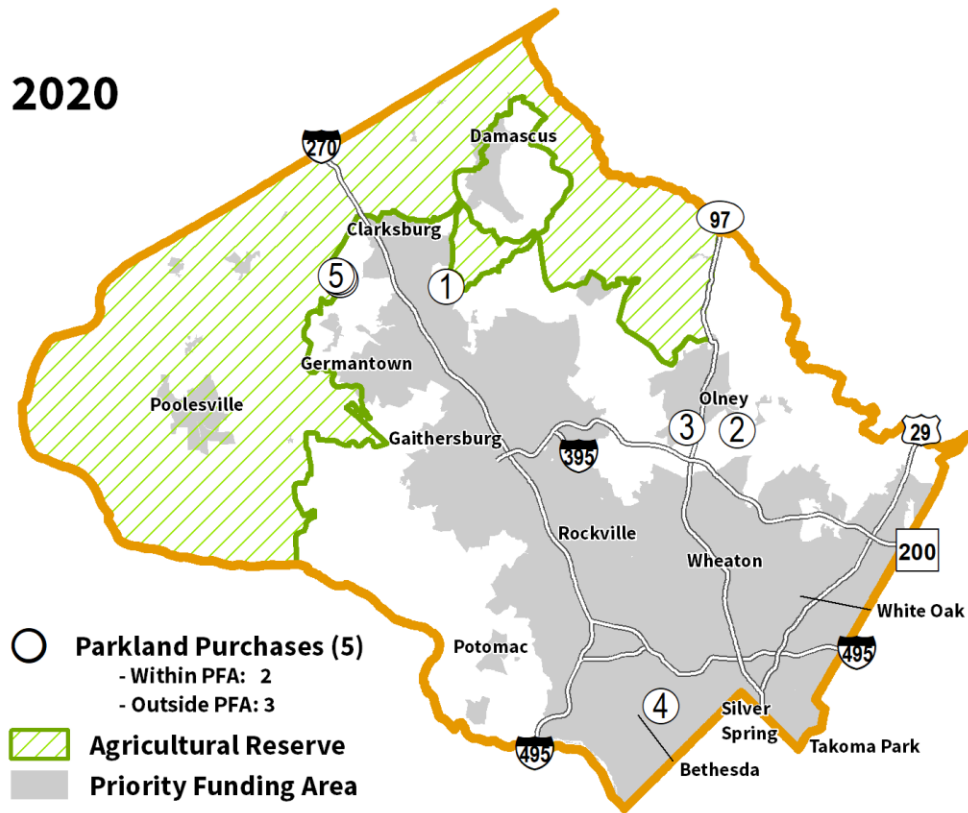
** does not include Local Land Trusts



Tax ID	Number of TDRs	Serial Numbers	Acres
00010522 (1)	2	15-9795 through 15-9796	122.2
00033705 (2)	1	17-9797	45.6
00041088 (3)	11	17-9798 through 17-9808	68.7

Note: Number in parentheses corresponds to number on map

236.5 Acres, consisting of **14** Transferable Development Rights (TDR), preserved via the County's TDR program

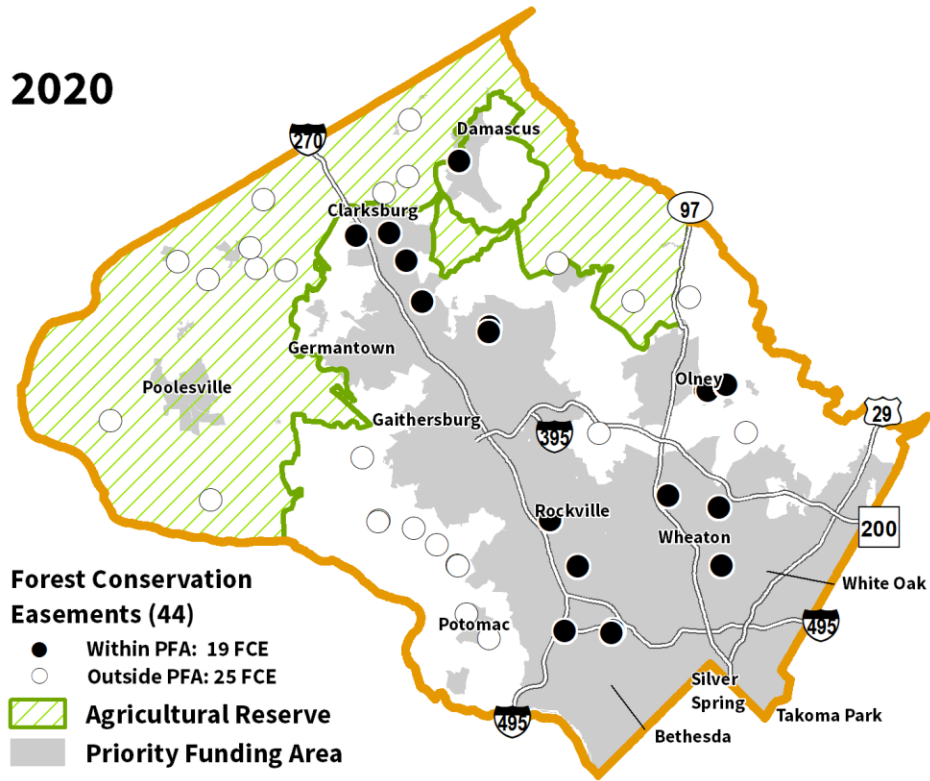


Tax ID	Former Owner	Acres
00026892	Kidwell Property	1.03
00702242	Board of Education	20.03
02168348	Cherrywood Homeowner's Association, Inc.	7.8
00551018	Goldberg Properties	0.21
00027783, 02171940, 02171951	Farquahr - Bennett	18.54

Note: Number in parentheses corresponds to number on map

47.6 Acres, consisting of **5** park purchases preserved via the County's Parks Department

2020



314.7 Acres, consisting of 44 Forest Conservation Easements (FCE), preserved via the County’s FCE program

(B) What is the county’s established local land use percentage goal? 80%

Montgomery County Planning has been encouraging and planning for predominantly infill, redevelopment and transit-oriented development for a significant period. Our Agricultural Reserve and preservation programs reinforce this effort. As our previous land use reports have shown, most of the development approvals are for properties located almost entirely within the PFA of the county. Given restrictions that have been put in place, there is very little developable land outside the PFA. Almost all significant development in terms of new population and employment is within the PFA. On average, over the last 5 years, 89% of the residential units and 88% of the commercial square footage permits being issued were within the PFA. Considering these percentages, we feel confident establishing a goal that calls for a minimum of 80% of our approved growth to be within the County’s PFA.

(C) What is the timeframe for achieving the local land use percentage goals?

Our local land use percentage goal has consistently been exceeded. Our preservation programs and planning principles ensure that we can remain compliant with this goal.

(D) Has there been any progress in achieving the local land use percentage goal?

All current and recently adopted master plans have pertained to areas within the PFAs. This includes the Silver Spring Downtown and Adjacent Communities Plan (in progress during 2020), the Shady Grove Sector Plan Minor Master Plan Amendment (in progress during 2020), the Ashton Minor Master Plan Amendment (in progress during 2020), the Germantown Plan for the Town Sector Zone (July 2020) the Forest Glen/Montgomery Hills Sector Plan (May 2020), the Veirs Mill Corridor Master Plan (April 2019), the MARC Rail Communities Sector Plan (April 2019), the Grosvenor-Strathmore Metro Area Minor Master Plan (December 2017), the White Flint 2 Sector Plan (December 2017), Rock Spring Master Plan (November 2017), Bethesda Downtown Sector Plan (May 2017). Focusing growth in the areas of these plans will help the County continue to achieve its land use percentage goal within the PFAs.

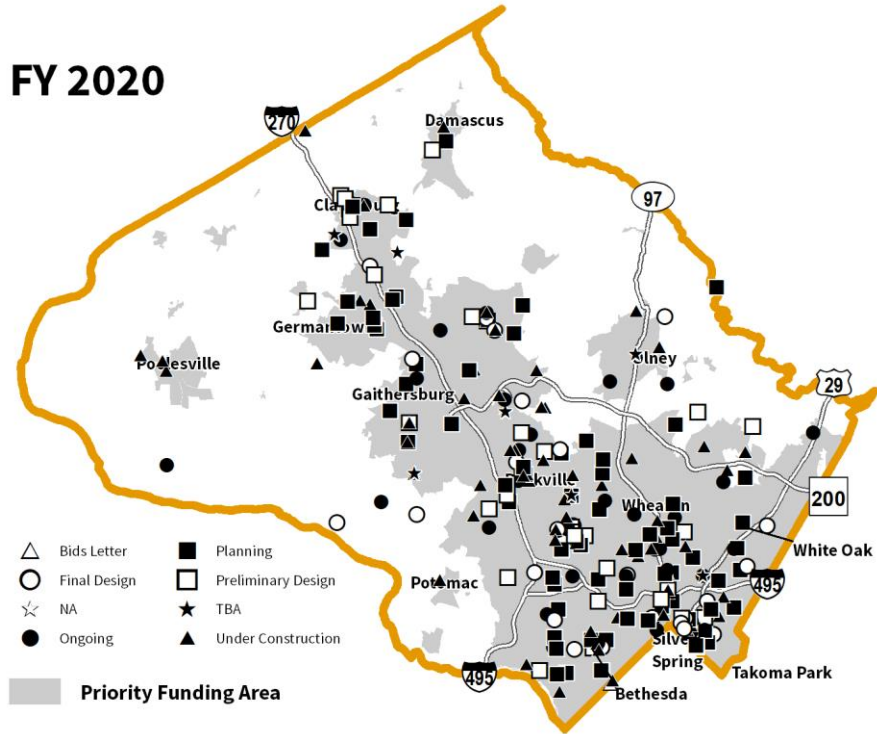
(E) What are the resources necessary for infrastructure inside the PFAs?

Significant investment is either planned or underway to serve growth within the PFA. Although some transportation projects are funded and built outside of the PFA, they serve to make the larger transportation network function better for development within the PFA. State assistance will be sought for many of these projects, consistent with state funding guidance.

Capital Improvement Projects by PFA			
	IN	OUT	Percent IN PFA
Bids	0	1	0%
Final Design	27	3	90%
NA	2	0	100%
Ongoing	35	3	88%
Planning	77	3	96%
Preliminary Design	32	5	86%
TBA	6	1	86%
Under Construction	68	6	92%
Total	247	22	92%

Note: Only location specific projects were mapped.

FY 2020



(F) What are the resources necessary for land preservation outside the PFA?

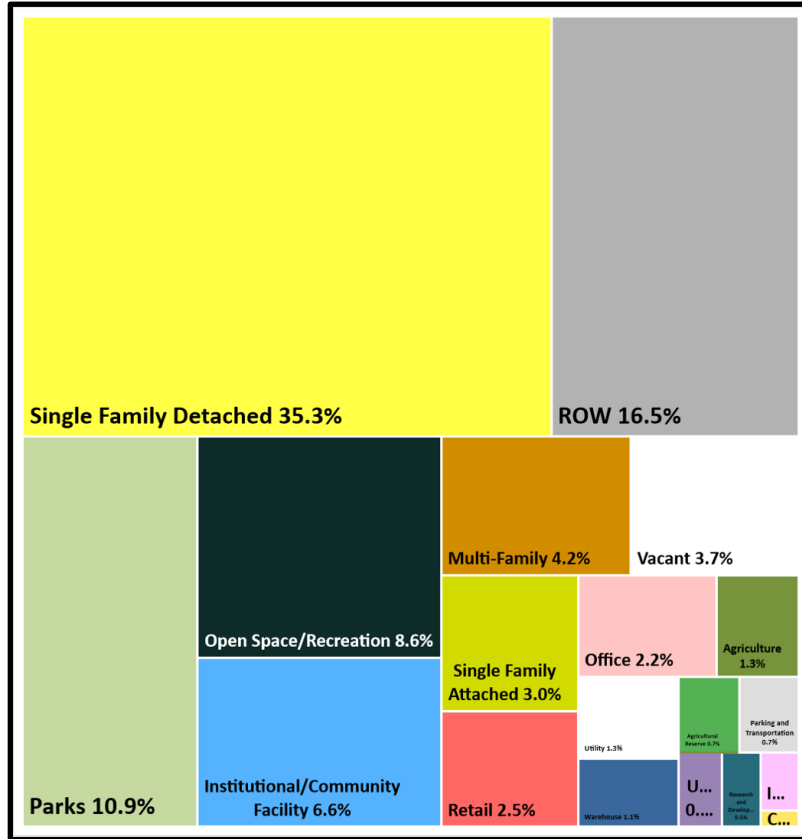
In addition to Transferable Development Rights (TDR) and Building Lot Terminations (BLT), the County relies on Program Open Space funding for land acquisition to preserve land outside the PFA. The Rural Legacy and Agricultural Easement programs are essential for land preservation in the Agricultural Reserve.

(G) Is all land within the boundaries of the jurisdiction in the PFA?

Y N

Montgomery County PFA is **12,5170.5 acres**

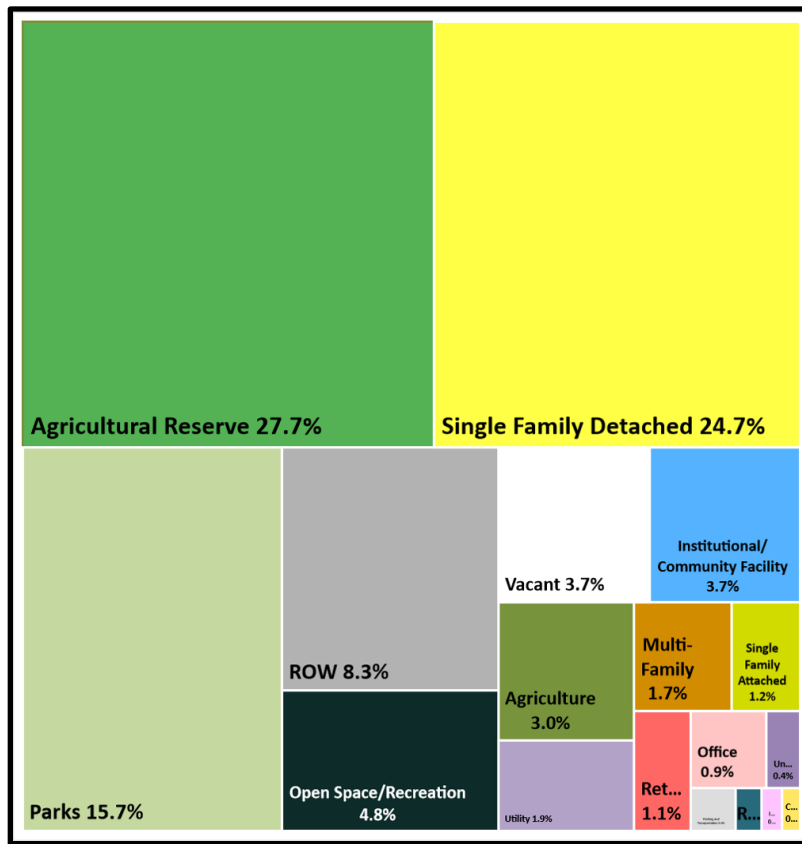
Share of estimated land use percentages within PFA only:



LAND USE	PERCENT	LAND USE	PERCENT
Single Family Detached	35.3%	Office	2.2%
Road Right-of-Way (ROW)	16.5%	Agriculture	1.3%
Parks	10.9%	Utility	1.3%
Open Space/Recreation	8.6%	Warehouse	1.1%
Institutional/Community Facility	6.6%	Agricultural Reserve	0.7%
Multi-Family	4.2%	Parking and Transportation	0.7%
Vacant	3.7%	Research and Development	0.5%
Single Family Attached	3%	Industrial	0.4%
Industrial	2.5%	Cultural	0.1%
Retail	2.2%		

Montgomery County totals **318,620 Acres**

Share of current countywide (PFA + Non-PFA) estimated land percentages:



LAND USE	PERCENT	LAND USE	PERCENT
Agricultural Reserve	27.7%	Multi-Family	1.7%
Single Family Detached	24.7%	Single Family Attached	1.2%
Parks	15.7%	Retail	1.1%
Road Right-of-Way (ROW)	8.3%	Office	0.9%
Open Space/Recreation	4.8%	Warehouse	0.4%
Vacant	3.7%	Parking and Transportation	0.3%
Institutional/Community Facility	3.7%	Research and Development	0.2%
Agriculture	3%	Industrial	0.1%
Utility	1.9%	Cultural	0.1%

Section V: Measures and Indicators (§1-208(c)(1))

Note: The Measures and Indicators, Section VII, is only required for jurisdictions issuing more than 50 new residential building permits in the reporting year, as reported in Table 1.

Table 4A: Amount of Residential Growth (Inside and Outside the PFA)

Residential	PFA	Non - PFA	Total
# New Residential Permits Issued	900	122	1,022
# New Residential Permits Issued (Units)	4,875	122	4,997

Residential	PFA	Non - PFA	Total
# Units Approved	3,135	188	3,323
# Units Constructed	5,638	122	5,760
# Subdivisions Approved	36	11	47
Total Approved Subdivision Area (Gross Acres)	119.4	404.7*	524.1
# Lots Approved	399	327	726
Total Approved Lot Size (Net Acres)	108.4	404.7*	513.1
# Units Demolished*	NA	NA	NA
# Units Reconstructed/Replaced*	NA	NA	NA

Table 4B: Net Density of Residential Growth (Inside and Outside the PFA)

Residential	PFA	Non - PFA	Total
# Units Approved	3,135	188	3,323
Total Approved Lot Size (Net Acres)	108.4	404.7*	513.1

Table 4C: Share of Residential Growth (Inside and Outside the PFA)

Residential	PFA	Non - PFA	Total
# Units Approved	3,135	188	3,323
% of Total Units (# Units/Total Units)	94.3%	5.7%	100%

*Note: 402.7 acres out of 404.7 acres outside the PFA denotes the Creekside at Cabin Branch development.

Table 4D: Amount of Commercial Growth (Inside and Outside the PFA)

Commercial	PFA	Non - PFA	Total
# Permits Issued	31	5	36
# Lots Approved	10	3	13
Total Building Square Feet Approved (Gross)	284,698	179,948	464,646
Total Square Feet Constructed (Gross)	524,100	9,658	533,758

Table 4E: Net Density of Commercial Growth (Inside and Outside the PFA)

Commercial	PFA	Non - PFA	Total
Total Building Square Feet (Gross)	284,698	179,948	464,646
Total Lot Size (Net Acres)	38.2	80.9	119.1

Table 4F: Share of Commercial Growth (Inside and Outside the PFA)

Commercial	PFA	Non - PFA	Total
Total Building Square Feet (Gross)	284,698	179,948	464,646
% of Total Building Sq. Ft. (Bldg. Sq. Ft./Total Sq. Ft.)	61.3%	38.7%	100%

Section VI: Adequate Public Facility Ordinance (APFO) Restrictions (§7-104)

Note: Jurisdictions with adopted APFOs must submit a biennial APFO report. The APFO report is due by July 1 of each even year and covers the reporting period for the previous two calendar years. APFO reports for 2020 and 2020 are due July 1, 2021. However, jurisdictions are encouraged to submit an APFO report on an annual basis.

(A) What is the type of infrastructure affected? (List each for Schools, Roads, Water, Sewer, Stormwater, Health Care, Fire, Police or Solid Waste.)

Montgomery County's Growth and Infrastructure Policy (previously called the Subdivision Staging Policy) is a growth management tool that helps guide the timing of development in concert with the provision of adequate public facilities. This policy implements the county's Adequate Public Facilities Ordinance, which was adopted in 1973. The policy provides guidelines that govern how infrastructure adequacy is defined and how development projects must mitigate their impacts on infrastructure. The current policy primarily focuses on school facilities and multimodal transportation infrastructure, but also addresses water and sewer facilities and emergency services. The current version of the Growth and Infrastructure Policy was adopted by the County Council on November 16, 2020 and became effective on January 1, 2021.

(B) Where is each restriction located? (Identify on a map, including PFA boundary.)

Under the previous Subdivision Staging Policy, which was adopted in 2016 and in effect throughout 2020, inadequate school infrastructure could result in applicable school service areas being placed in a residential development moratorium. School adequacy was determined for each school level (elementary, middle, and high) at a cluster level and for individual elementary and middle schools. For the cluster test, if projected cluster-wide enrollment exceeded 120% of projected cluster-wide capacity at any school level (elementary, middle or high school), then the entire school cluster was placed in moratorium, preventing most residential development approvals. For the individual school test, if an elementary school's projected enrollment exceeded 120% of projected capacity and exceeded the projected capacity by at least 110 students, the elementary school's service area was placed in moratorium. If a middle school's projected enrollment exceeded 120% of projected capacity and exceeded the projected capacity by at least 180 students, the middle school's service area was placed in moratorium. Under the FY20 Annual School Test (in effect through June 30, 2020) and FY21 Annual School Test (effective July 1, 2020), residential development moratoria existed as follows:

(C) Describe the nature of what is causing each restriction.

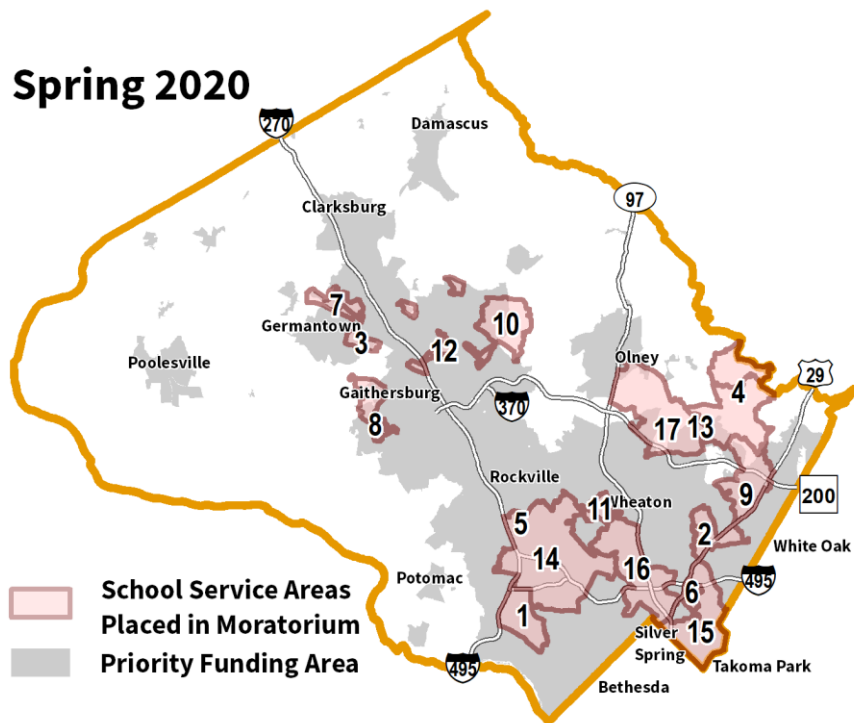
Schools:

Under the 2016 Subdivision Staging Policy (SSP), which was in effect throughout 2020, school capacity needs were evaluated annually by Montgomery Planning based on enrollment and capacity projection data provided by Montgomery County Public Schools. The evaluation is conducted for elementary, middle and high school levels for each school cluster as well as for individual elementary and middle schools. When the results of the Annual School Test for a school or cluster exceeded the established thresholds, the applicable service area would be placed in a residential development moratorium.

FY20 Cluster/School Service Areas Placed in Residential Development Moratorium for Exceeding Utilization Thresholds – through June 30, 2020

(Numbers next to School represented on map)

- 1 Burning Tree ES
- 2 Burnt Mills ES
- 3 Clopper Mill ES
- 4 Cloverly ES
- 5 Farmland ES
- 6 Highland View ES
- 7 Lake Seneca ES
- 8 Thurgood Marshall ES
- 9 William T. Page ES
- 10 Judith A. Resnik ES
- 11 Sargent Shriver ES
- 12 South Lake ES
- 13 Stonegate ES



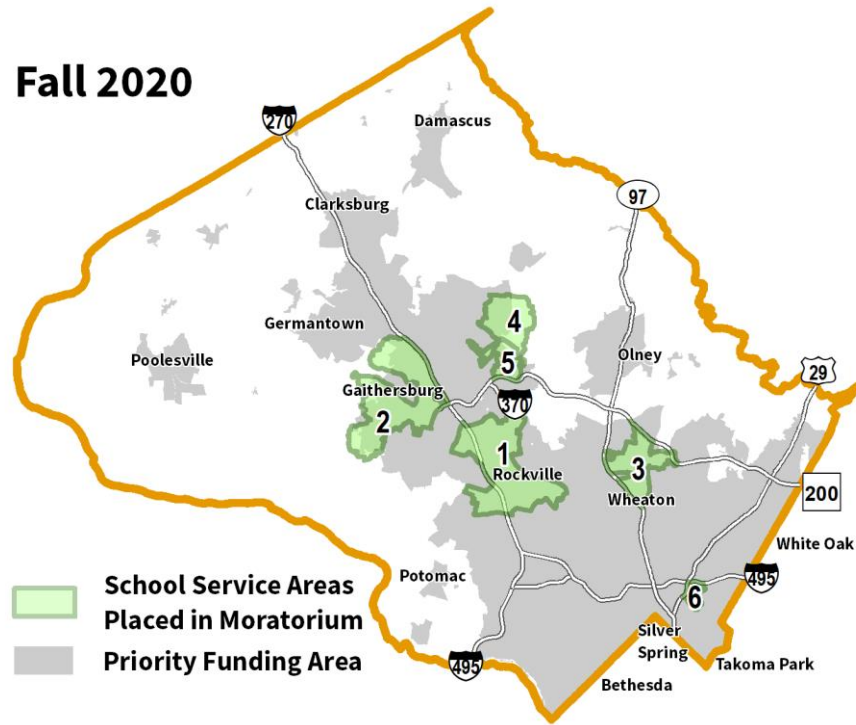
- 14 Walter Johnson Cluster
(High School level)
- 15 Montgomery Blair Cluster
(High School level)
- 16 Albert Einstein Cluster
(High School level)
- 17 James Hubert Blake
Cluster
(Elementary School level)

**FY21 Cluster/School Service Areas
Placed in Residential
Development Moratorium for
Exceeding Utilization Thresholds
– effective July 1, 2020**
(Numbers next to School
represented on map)

- 1 Richard Montgomery
Cluster
(High School level)
- 2 Quince Orchard Cluster
(High School level)
- 3 Argyle MS
- 4 Judith A. Resnik ES
- 5 Mill Creek Towne ES
- 6 Highland View ES

Source: FY20/FY21 Annual School Tests

Fall 2020



Transportation:

Development applications submitted during 2020 were subject to a local area test (Local Area Transportation Review or LATR). LATR provides a measure of the level of service at signalized intersections, using Highway Capacity Manual (HCM) methodology in the more developed areas of the County. HCM measures vehicle delay and is more representative of a driver’s actual experience than estimates of Critical Lane Volume (CLV). CLV methodology focuses more on theoretical intersection capacity, and continues to be used in less developed areas, primarily as a screening tool to determine the need for an HCM analysis.

The 2016 Subdivision Staging Policy (SSP), which was in effect throughout 2020, also sets a threshold for triggering a Transportation Study that includes an analysis of the level of service for the applicable intersection(s) associated with a development application. For 2020, the threshold was set at 50 person-trips. The SSP included updated and/or new trip generation rates for vehicle trips (expressed as a percentage adjustment to Institute of Transportation Engineer Manual rates) and default values

provided by the Planning Department for transit and non-motorized mode share (bike, walking, etc.) by policy area.

The 2016 SSP did not require a policy area transportation test. Only a project specific LATR analysis was required that looked at the impact of the proposed development on the surrounding transportation infrastructure. The test results may have required mitigation but did not restrict the development through moratoria.

(D) What is the proposed resolution of each restriction?

Funds for capital improvements are limited, therefore each year the school system requests money for capital programming to meet as much of the capacity need as possible. Funds are not available to construct enough capacity in any one year, though the County Council and school system would consider a school's moratorium status when prioritizing capital projects. However, under the new Growth and Infrastructure Policy adopted in November 2020, the residential development moratorium has been eliminated and replaced with tiered mitigation payments to help relieve school overutilization.

(E) What is the estimated date for the resolution of each restriction?

All school-based restrictions were eliminated when the new Growth and Infrastructure Policy took effect on January 1, 2021.

(F) What is the resolution that lifted each restriction?

In the case of some schools, funding for additional capacity, an estimated decrease in enrollment or a change to school boundaries could have resulted in the removal of a restriction (moratorium). In other cases, the restriction was lifted when the new Growth and Infrastructure took effect on January 1, 2021. In the case of transportation, construction of additional roadway, transit, bicycle or pedestrian capacity, or a change in travel demand, can result in a restriction (mitigation payment) being removed.

(G) When was each restriction lifted?

As demonstrated in the response to Section VI Question C, most school restrictions were lifted on July 1, 2020. The school restrictions in effect for the second half of 2020 were all lifted effective January 1, 2021. For transportation, capacity is evaluated on a project by project approval basis. Thus, any restriction will be in the form of mitigation that will occur in conjunction with new development.

(H) Addition Information. To help the Sustainable Growth Commission Statewide School Education Committee for School related restrictions:

1. List the State Rated Capacity for each affected facility

FY20 (Spring 2020)

Burning Tree ES – 378

Burnt Mills ES – 439

Clopper Mill ES – 548

Cloverly ES – 448

Farmland ES – 714
Highland View ES – 349
Lake Seneca ES – 448
Thurgood Marshall ES – 529
William T. Page ES – 416
Judith A. Resnik ES – 562
Sargent Shriver ES – 750
South Lake ES – 778
Stonegate ES – 382
Walter Johnson HS – 2,218
Montgomery Blair HS – 2,805
Albert Einstein HS – 1,653

FY21 (Fall 2020)

Highland View ES – 349
Mill Creek Towne ES – 376
Judith A. Resnik ES – 562
Argyle MS – 914
Quince Orchard HS – 1,750
Richard Montgomery HS – 2,155

2. Identify date local School APFO standards were last evaluated or amended.

Amended on November 16, 2020. Amendment took effect on January 1, 2021.

3. Provide a letter from the School Board confirming what actions are being taken by the School Board to remedy each restriction. (This could include a change in State Rated Capacity (SRC); scheduled improvements in the local Capital Improvement Program (CIP); or redistricting, etc., to address (B) –(G) above.)

No longer applicable as there are no more restrictions with the elimination of the school-based moratorium on residential development effective January 1, 2021.

Section VII: Planning Survey Questions (Optional)

The information provided can assist MDP and MDOT staff with identifying potential pedestrian/bicycle projects and project funding.

(A) Does your jurisdiction have a bicycle and pedestrian plan? Y N

1. Plan name The Bicycle Master Plan (note that a pedestrian master plan is in progress)
2. Date Completed (MM/DD/YR) 11/27/18
3. Has the plan been adopted? Y N
4. Is the plan available online? Y N
5. How often do you intend to update it? (Every TBD years) The first biennial monitoring report will be released in 2021
6. Are existing and planned bicycle and pedestrian facilities mapped? Y N

(B) Does your jurisdiction have a transportation functional plan in addition to your comprehensive plan? Y N

We have several transportation functional master plans (the Countywide Transit Corridors Functional Master Plan adopted in 2013, the Master Plan of Highways and Transitways adopted in 2018, the Purple Line Functional Plan adopted in 2010, Corridor Forward: The I-270 Transit Plan currently in progress and the Rustic Roads Functional Master Plan currently in progress), though no comprehensive transportation plan other than our general plan.

1. Plan name
2. Date completed (MM/DD/YY)
3. Has plan been adopted? Y N
4. Is the plan available online? Y N
5. How often do you intend to update it? (Every ____ years)

Submitting Annual Reports and Technical Assistance

- (A)** Annual Reports may be submitted via email (preferred) to david.dahlstrom@maryland.gov or one copy may be mailed to:

Office of the Secretary
Maryland Department of Planning
301 W. Preston Street, Suite 1101
Baltimore, Maryland 21201-2305
Attn: David Dahlstrom, AICP

- (B)** Annual Reports should include a cover letter indicating that the Planning Commission has approved the Annual Report and acknowledging that a copy of the Annual Report has been filed with the local legislative body. The cover letter should indicate a point of contact(s) if there are technical questions about your Annual Report.
- (C)** You may wish to send additional copies of your Annual Report directly to your MDP Regional Planner or School Board Facilities Planner.
- (D)** If you need any technical assistance in preparing or submitting your reports, our Regional Planners are available to assist you. Regional Planner contact information can be found at: Planning.Maryland.gov/OurWork/local-planning-staff.shtml
- (E)** Copies of this Annual Report worksheet and links to legislation creating these Annual Report requirements can be found on the Maryland Department of Planning website: Planning.Maryland.gov/YourPart/SGGAnnualReport.shtml
- (F)** If you have any suggestions to improve this worksheet or any of the annual report materials, please list or contact David Dahlstrom at david.dahlstrom@maryland.gov.