



MCPB  
Item No. 5  
May 2, 2002

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

April 25, 2002

## Memorandum

**To:** Montgomery County Planning Board

**From:** Karl Moritz, Research Manager, 301-495-1312 *KARL*

**Re:** Staff Draft FY 2003 Annual Growth Policy Ceiling Element

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As promised in my memorandum to you last week, please find attached an updated *Staff Draft FY 2003 Annual Growth Policy Ceiling Element* for your review for transmittal to the County Executive and County Council.

The main change to the previous report (rd/orange cover, prepared in November) is that staff has modified our recommendation for the additional capacity from the grade-separated interchange of Briggs Chaney Road and Route 29 in Fairland/White Oak. In November, staff recommended that the new capacity be allocated primarily to jobs but also to housing. Staff is now recommending that all of the capacity be allocated to jobs.

The reasons for staff's change are:

- It will help balance jobs and housing in Eastern Montgomery County. The jobs/housing balance in Fairland/White Oak is tilted toward housing. That is, additional jobs are required for the area to be balanced. Montgomery County has recognized the importance of balancing jobs and housing to maximize efficiency of the transportation network and this was confirmed again in the Transportation Policy Report II.
- The capacity for jobs is needed. There are over 4,100 more jobs expected from the Food and Drug Administration consolidation at White Oak. In addition, the County is looking at locating a technology park at the site of the former WSSC sludge composting facility ("Site 2") that would probably involve several thousand jobs.

The main education issue is the emergence of the Damascus cluster from moratorium because of the programming of a new Clarksburg High School.

## ***Background***

The part of the Annual Growth Policy that is reviewed every year is called the "Ceiling Element." The purpose of the Ceiling Element is to determine:

- if transportation staging ceilings should be changed because of additions to transportation infrastructure, and
- if any high school clusters should be put into moratorium for new residential subdivisions because of inadequate school facilities.

Park and Planning staff prepare and circulate a Staff Draft AGP Ceiling Element in November of each year to assist with capital budget decisions. This report is updated in April for the Planning Board's review and transmittal to the County Executive and County Council. The County Council has scheduled a public hearing on the AGP for June 4. This is typically followed by a worksession of the Council's PHED Committee and one by the full Council. If the Council adopts the new AGP, it will go into effect on July 15

## ***Additional Information in This AGP***

July 25, 2001 marked the beginning of a long-awaited process by which older subdivisions are removed from the pipeline of approved development due to the expiration of their findings of adequate public facilities. This AGP includes as Appendix 8 a discussion of how those subdivisions – in fact, any subdivision on a recorded lot without a current APF finding – will be reviewed. The appendix also includes a discussion of how and when a subdivision's APF finding expires.

To help developers determine if their project might expire soon, staff has included lists of residential projects that will be twelve years old in the coming fiscal year. Staff also included a list of residential subdivisions approved prior to 1990. Residential subdivisions approved after July 25, 1989 are eligible for extension if they are at least 50% built and file a letter with the Department of Park and Planning specifying a completion date.

fy03

agp

updated staff draft

annual annual annual  
growth growth growth  
policy policy policy

for montgomery county, maryland

proposed guidelines for the administration of the  
annual growth policy for the year 2003  
and draft growth capacity ceilings for fy 2003

prepared by the montgomery county dept. of park & planning  
maryland's national capital park & planning commission

april 2002



Updated Staff Draft Fiscal Year 2003  
**Annual Growth Policy**  
for Montgomery County, Maryland

Proposed Guidelines for the Administration of the  
Adequate Public Facilities Ordinance  
&  
Draft Growth Capacity Ceilings for FY2003

Prepared by the Montgomery County Department of Park and Planning  
Maryland - National Capital Park and Planning Commission  
April 2002

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## Abstract

**Title:** Updated Staff Draft Annual Growth Policy for Montgomery County, Maryland for FY 2003

**Author:** Montgomery County Planning Board  
Maryland - National Capital Park and Planning Commission

**Subject:** Proposed guidelines for the administration of the adequate public facilities ordinance and draft growth capacity ceilings for Montgomery County, Maryland for Fiscal Year 2003

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301-495-4700  
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**Abstract:** Montgomery County Code Section 33A-15 establishes the process by which the Montgomery County Council provides guidance for the management of growth. The Code requires the Council to adopt an Annual Growth Policy Ceiling Element by July 15 of each year to be effective throughout the next fiscal year.

Each year, the staff of the Montgomery County Department of Park and Planning develops draft transportation staging ceilings based upon transportation facilities expected to be fully-funded in the first five years of relevant capital budgets, existing and approved but not yet constructed development, and other factors. Also each year, the staff reviews analysis by the staff of Montgomery County Public Schools of enrollment and capacity forecasts for each cluster at the high school, middle school, and elementary school levels as part of the AGP's school adequacy test.

Each spring, the Montgomery County Planning Board reviews an updated version of the Staff Draft AGP Ceiling Element (this document) and transmits its recommendations, called the Final Draft AGP Ceiling Element, to the County Executive for review and to the County Council for review and adoption by July 15.

This document is a companion to the Adopted FY2002 AGP, adopted by the Montgomery County Council on October 30, 2001.





# Introduction to the Adequate Public Facilities Ordinance and the Annual Growth Policy

The Adequate Public Facilities Ordinance (APFO) and Annual Growth Policy (AGP) are two of the most recognizable planning terms in Montgomery County. They are also probably two of the least understood. This introduction will provide a short history and overview of both these programs.

Although commonly referred to as a separate ordinance, the APFO is actually part of the subdivision regulations, Section 50-35 (k) of the County Code. It was adopted by the County Council in 1973 with the goal of synchronizing development with the availability of public facilities needed to support that development. The introductory sentence 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."

For the following 13 years, it was the responsibility of the Planning Board to define adequate public facilities, and it developed a series of reports and guidelines to do that. Then, during the building boom of the mid 1980s, the Council became concerned that too much development was being approved. After several proposals for moratoria or caps on building permits were rejected, the Council, as a compromise, enacted legislation under which the Council each year adopts an Annual Growth Policy (AGP) for the County. The AGP is used by the Council to direct the Planning Board's administration of the Adequate Public Facilities Ordinance.

It must be stressed that the APFO and the AGP have nothing to do with the location,

amount, type or mix of development. These issues are dealt with in the County's General Plan, master plans, and sector plans. The APFO and AGP affect only the timing of development to ensure that it is matched with the availability of public facilities.

## *Facilities Tested for Adequacy*

Section 50-35 (k) requires the Planning Board to test new subdivisions for the following public facilities: transportation, schools, water and sewage facilities, and police, fire and health services. For the past 17 years, transportation has been the only factor limiting new subdivision approvals. For this reason, it is discussed separately below.

## *The School Adequacy Test*

The guidelines used to evaluate school adequacy incorporate MCPS enrollment projections, existing capacities of schools and any additional capacity (additions and new schools) that is programmed. The school system's 23 high school clusters are the geographic areas evaluated each year in the school test. Elementary, middle, and high school capacities in each cluster are evaluated separately in the AGP. The methodology also considers that space available in adjacent clusters may be factored in for clusters that otherwise would be in deficit.

The AGP test for schools looks five years ahead in its evaluation of facility capacities. This is the same time period used for evaluating road capacities. The five-year period represents the average length of time it will take a development plan to proceed through the governmental and construction phases to

occupancy and, hence, the generation of additional students (or traffic on the roads).

The AGP school evaluation process enables the County Council to link the effects of enrollment trends and capital projects to decisions on whether or not to allow approval of additional residential subdivisions in the coming year. Each year, the new MCPS enrollment forecast and County Council adopted capital improvements program are factored into the evaluation of facility space five years in the future. By July 15 of each year, the County Council must adopt the AGP for the subsequent fiscal year. The results of the AGP schools test direct the Montgomery County Planning Board to either allow or not allow subdivision approvals in the 23 high school cluster areas during that fiscal year. In FY2002, the Damascus cluster has been closed to subdivision approvals based on inadequate school capacity.

#### ***The Water and Sewerage Facilities Test***

Water and sewerage facilities are considered adequate if the property being subdivided is in category 1, 2 or 3 (service planned within two years) in the County's Ten Year Water and Sewer Plan. Police, fire and health facilities are assumed adequate unless the appropriate agency identifies a problem with a particular subdivision. This has never happened to date.

#### ***The Transportation Facilities Adequacy Test***

The transportation test is administered on a policy area and a local area basis. For Policy Area Transportation Review, the County is divided into 25 policy areas plus the cities of Rockville and Gaithersburg. For each policy area, the AGP calculates the amount of development (expressed in jobs and housing units) that can be supported by the existing and programmed (first five years of the CIP) transportation network. This maximum amount of development that can be approved by the Planning Board during the following year is called the policy area's

staging ceiling, and is adopted each July by the County Council.

If the Planning Board can approve additional development in an area (that is, when the staging ceiling has not yet been reached), the area is said to have positive net remaining capacity. If more development has been approved than can be supported by a policy area's transportation network (that is, the staging ceiling has been exceeded), the area is said to have negative net remaining capacity, and is in moratorium for new subdivision approvals. Previously approved developments can still move forward.

The pipeline of approved developments is the list of development projects which have passed their AGP tests, but have not yet been constructed. These are currently more than 100,000 jobs and 30,000 housing units in the pipeline. Once a project is approved, it retains the "rights" to that capacity for between 5 and 12 years, thus potentially putting the policy area in a moratorium and preventing projects from being approved.

New approvals can occur in policy areas that are otherwise in moratorium through several procedures. These are:

1. *The Special Ceiling Allocation for Affordable Housing*: permits a limited amount of housing to be approved if the project contains a significant affordable housing component.
2. *De Minimis Development*: projects generating five or fewer peak-hour automobile trips can be approved in moratorium areas.
3. *Developer Participation*: permits projects to be approved if the developer provides the needed transportation facilities or otherwise mitigates the trips from his project.
4. *Development Districts*: landowners may form development districts to finance the transportation improvements needed to pass AGP transportation tests.

5. *Alternative Review Procedure for Limited Residential Development*: allows residential development to meet any transportation test obligations by making payment, rather than by making the transportation improvements that would otherwise be required. Approvals are limited to 300 units per policy area per fiscal year. Development approved under this procedure must receive all building permits within three years after the plats are recorded. This procedure sunset on October 31, 2001, although there are a limited number of subdivisions that remain eligible for the procedure.

6. *Alternative Review Procedure for Metro Station Policy Areas*: allows development in the compact areas atop Metro stations to meet policy area (staging ceiling) and local area (intersection) transportation tests obligations by mitigating 50 percent of their trips, making a payment toward transportation improvements, and participating in the area's transportation management organization.

7. *Alternative Review Procedure for Expedited Non-Residential Development Approval ("Pay-and-Go")*: allows non-residential development to meet any transportation test obligations by paying a tax, rather than by making the transportation improvements that would otherwise be required. This option is no longer available for new approvals; only those subdivisions which have already been approved to use this procedure may proceed.

8. *Special Provision for Corporate Support and Headquarters Facilities and Certain Hospitals*: facilitates, in limited circumstances, additions to headquarters facilities of major corporations and other employers that play a special role in Montgomery County's economy. Requires payment of the Development Approval Payment.

9. *Strategic Economic Development Projects*: this two-year pilot allows the County Executive to propose, for County Council approval, that projects with a high

economic development value be eligible for approval in moratorium areas upon payment of the Development Approval Payment.

The FY 2002 adopted staging ceilings provide positive net remaining capacity in 21 policy areas for housing and 19 policy areas for jobs. As of September 30, 2001, there was remaining staging ceiling for 31,208 housing units and 21,791 jobs. Currently, seven County policy areas have negative net remaining capacity for housing and six have negative net remaining capacity for jobs.

The second transportation test is called Local Area Transportation Review (LATR). Since the mid 1970s, the Planning Board has used LATR to determine if a proposed preliminary plan of subdivision will cause unacceptable local traffic congestion at nearby critical intersections. Local Area Transportation Review is required only for subdivisions which generate 50 or more peak hour automobile trips.

In administering LATR, the Planning Board must not approve a subdivision if it finds that an unacceptable peak hour level of service will result after taking into account existing and programmed roads and transit. If a proposed subdivision causes conditions at a nearby intersection to be worse than the standard, the applicant may make intersection improvements or provide trip reduction measures to bring the intersection back to the standard and gain preliminary plan approval. If the subdivision will affect an intersection or roadway for which congestion is already unacceptable, then the Planning Board may approve the subdivision only if it does not make the situation worse.

Intersection congestion is measured using a method called "critical lane volume," which based the number of vehicles which move through an intersection's conflicting through and left-turn ("critical") lanes in an hour.

Montgomery County's level of service standards for intersections vary by policy area. Like Policy Area Transportation Review,

the LATR standards are based on the idea that less traffic congestion should be permitted in areas with lower transit service and usage and more traffic congestion should be allowed in areas with greater transit service and usage. For the rural policy areas, anything worse than 1450 CLV is unacceptable for LATR. For policy areas with the greatest level of transit service available, such as Metro station policy areas, the LATR standard is 1800 CLV. Other policy areas fall somewhere between the two standards, depending on the area's level of transit service and usage.

***How the AGP is Keeping Pace with Growth***

The Annual Growth Policy is concerned with the relationship between the provision of public facilities to support development and the pace of development. During periods of rapid development, the pace of construction can outpace the provision of public facilities, while during periods of slow growth, the reverse is true. In the first seven years of the 1990s, the County added new development capacity faster than it was used by new development. In the past three years, the robust County economy has led to an increase in approvals which is outpacing the addition of transportation capacity. However, even with the more recent increases in the pace of development, there is enough development approved under the AGP but not yet built to support at least 20 years of job growth and at least ten years of housing growth. In the majority of policy areas, there is more than enough transportation capacity to meet the ten year forecast for both jobs and housing for that area.

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## Summary of Recommendations

The purpose of this report, the *Final Draft FY 2003 Annual Growth Policy Ceiling Element*, is to provide a review by the Montgomery County Department of Park and Planning concerning:

1. Whether the transportation staging ceilings for any of Montgomery County's 27 policy areas should be changed, and if so, why; and
2. Whether the analysis of the Montgomery County Public Schools staff shows all high school clusters as having adequate capacity, at least for the purposes of considering new residential subdivisions in FY 2003.

### *Transportation Staging Ceilings*

In each Staff Draft AGP Ceiling Element, the Montgomery County Department of Park and Planning recommends changes to transportation staging ceilings when capacity-creating transportation infrastructure improvements are anticipated to be fully-funded in the first five years of the County's Capital Improvements Program (CIP) or the State's Consolidated Transportation Program (CTP). For this, the November Staff Draft, the review takes the form of determining if there are any capacity-creating transportation infrastructure projects fully-funded in the first six years of adopted capital budgets that would, by next fiscal year, "move" into the first five years of those capital budgets.

Based on a review of the expected capital programs (i.e., recommended FY 2003-2008 CIP and FY 2002-2007 CTP), the only newly-eligible project which can affect policy area staging ceilings is the

grade-separated interchange at US 29/Briggs Chaney Road, which is located in the Fairland-White Oak Policy Area.

Using the Department's TRAVEL/2 transportation model, the staff analysis indicates that this transportation project could support an additional 3,250 jobs and 1,000 households in the Fairland/White Oak Policy Area. These development capacity increases would: (1) significantly reduce the housing deficit in Fairland/White Oak and (2) bring the policy area out of moratorium for jobs.

If the capacity from the interchange were allocated entirely to the jobs ceiling, the staff analysis indicates that the Fairland/White Oak jobs ceiling could be increased by 4,500 jobs.

The Montgomery County Department of Park and Planning recommends that the capacity from the interchange be allocated entirely to the Fairland/White Oak jobs ceiling, increasing it by 4,500 jobs. Staff's rationale is threefold:

- (1) A tenet of Montgomery County planning, confirmed by the Transportation Policy Report II, is that an imbalance of jobs and housing can aggravate congestion by increasing the average length of a commuter trip. Fairland/White Oak's job/housing ratio is tilted toward housing; therefore, the allocation of new capacity should be tilted toward jobs.
- (2) The Food and Drug Administration consolidation in White Oak will require at least 4,100 additional jobs worth of transportation capacity when it is fully funded.

- (3) The site of the former WSSC Sludge composting facility (i.e., "Site 2") is one of several sites identified by the County for a potential technology park, possibly a public-private partnership reminiscent of the Shady Grove Life Sciences Center. This project is still in the planning stages, but if a technology park were to be located at Site 2, it would be subject to the provisions of the AGP.

***Adequacy of School Facilities***

According to analysis by Montgomery County Public Schools staff, based upon a comparison of five-year enrollment forecasts to school capacities five years from now, and assuming requested school facilities are included in the FY 2001-2006 CIP, the Planning Board will be able to consider all high school clusters to be adequate for the purposes of reviewing residential subdivisions in FY 2003.

***Process of Review***

The staff draft of this report was released in November to provide early information to Montgomery County governmental agencies preparing capital improvements programs. This report was updated in April 2002 for the Planning Board's required review. That review will result in a *Final Draft AGP* which transmits the Planning Board's recommendations to the County Executive and County Council. The County Council will hold a public hearing on June 4 and will adopt a new AGP resolution for FY 2003 by July 15, 2002.



## Transportation Staging Ceiling Recommendations

The two primary tests for adequacy of public facilities are the tests for transportation and public school facilities. Other public facilities (e.g., police, fire, and health) have been found to be adequate for purposes of development regulation. In recent years, the main constraint on development has been the "Transportation Test" as administered in both policy area and local area review. The following discussion of Policy Area Transportation Review (PATR) considers all transportation facilities which are anticipated to be, in FY 2002, fully funded for completion within the first five years of the County's Capital Improvement Program (CIP), the state's Consolidated Transportation Program (CTP), or the CIPs of Rockville and Gaithersburg.

### *Overview*

For the FY2002 Annual Growth Policy, the Montgomery County Department of Park and Planning anticipates that there is one new staging ceiling-increasing transportation project that can be counted as being complete in the first five years of the County's CIP, the state's Consolidated Transportation Program (CTP), or the CIPs of Rockville and Gaithersburg. That project is the grade-separated interchange at US 29/Briggs Chaney Road, which is located in the Fairland-White Oak Policy Area.

Park and Planning staff analysis indicates that this transportation project could support an additional 3,250 jobs and 1,000 households in the Fairland/White Oak Policy Area. These development capacity increases would: (1) significantly reduce the housing

deficit in Fairland/White Oak and (2) bring the policy area out of moratorium for jobs. Staff's analysis also shows that, if the capacity were entirely allocated to jobs, the Fairland/White Oak jobs ceiling could be increased by 4,500 jobs.

The Montgomery County Department of Park and Planning recommends that the capacity from the interchange be allocated entirely to the Fairland/White Oak jobs ceiling, increasing it by 4,500 jobs.

### *Transportation Staging Ceilings*

Transportation staging ceilings determine the total amount of development (existing, approved for construction, and yet-to-be approved) that can be handled by the transportation network without exceeding standards for roadway congestion. It is also referred to as the gross staging ceiling. The net remaining capacity is the amount of development that can still be approved. It is calculated by taking the gross staging ceiling and subtracting the existing base of development and the pipeline of approved (but as yet unbuilt) development. Each infrastructure improvement that adds transportation capacity also provides additional staging ceiling. The amount of additional ceiling depends not only on the transportation improvement itself, but also in large part on background land use and transportation network conditions. To the extent possible, specific staging ceiling increments are associated with specific road improvements to help guide the Capital Improvements Programming process.

Staging ceilings are set for both housing units and jobs. There is no general rule for the trade-off between housing and jobs, which depends very much upon local conditions. Countywide there is approximately 1 job for every resident worker, or 1.5 jobs per household. This does not imply that there is a local balance everywhere, nor that every resident worker is employed in the county.

However, areas with a better balance between jobs and housing units can accommodate more development at the same congestion standard than areas which are largely imbalanced, as the road system usage is less peaked. Roads in areas with a great deal of housing and less jobs will generally be able to accommodate more than 1.5 additional local jobs for every housing unit.

Typically, roads in employment centers can handle more than 1 additional local housing unit for every 1.5 jobs. This is because a worker living among more employment opportunities than the typical resident, such as in a CBD, will have shorter than average trip lengths, and thus have less impact on the road network. Similarly, a job located in a sea of housing will more likely draw a nearby worker who will have a shorter than average commuting distance, with less impact on the road network.

### ***Current FY 2002 Transportation Staging Ceilings***

The FY 2002 adopted ceilings (see Tables 1 and 2 on pages 6 and 7) provide positive net remaining capacity in 20 policy areas for housing and 19 policy areas for jobs. As of March 31, 2002, there is remaining capacity for 29,459 housing units and 28,216 jobs. Not counting the cities of Rockville and Gaithersburg, there are six County policy areas that have negative net remaining capacity for housing and eight that have negative net remaining capacity for jobs.

Neither Rockville nor Gaithersburg are governed by the Annual Growth Policy. However, Montgomery County calculates staging ceilings for both municipalities in the AGP to account for the impact of development and transportation service levels in these areas on the unincorporated areas of the County. According to these calculations, if Rockville and Gaithersburg were subject to the Annual Growth Policy, both municipalities would be in moratorium for both jobs and housing.

Staging ceilings are implicitly set at the zoning holding capacity for the rural policy areas of Darnestown/Travilah, Poolesville, Goshen, Patuxent, and Upper Rock Creek. Water and sewer service and Local Area Transportation Review also constrain development in the rural areas. In addition, staging ceilings in the Germantown Town Center, Grosvenor, Potomac, and Silver Spring/Takoma Park policy areas have been set at the estimate of zoned holding capacity.

Developers can gain approval of subdivisions in moratorium areas by building the needed transportation improvements or, in limited cases, by making a payment to the County to cover a portion of the transportation costs associated with their project.

### ***Recommended FY 2003 Transportation Staging Ceilings***

#### **Policy Areas Currently in Moratorium for New Subdivision Approvals (FY 2002)**

*Housing: Aspen Hill, Clarksburg, Fairland/White Oak, Germantown West, Montgomery Village/Airpark, North Bethesda, and Olney.*

*Jobs: Clarksburg, Cloverly, Fairland/White Oak, North Bethesda, Twinbrook and R&D Village*

**Policy Areas Expected in  
Moratorium for New Subdivision  
Approvals (FY 2003)**

Housing: *Aspen Hill, Clarksburg,  
Fairland/White Oak, Germantown West,  
Montgomery Village/Airpark, North  
Bethesda, and Olney.*

Jobs: *Clarksburg, Cloverly, North Be-  
thesda, Twinbrook and R&D Village*

The methodology used to develop the recommended staging ceilings for the final draft FY 2003 (see Tables 1 and 2) is the same as that used for the adopted Annual Growth Policy. There are no changes in Level of Service standards, methods for measuring Level of Service, or assumptions in this analysis.

The recommended ceilings are based on transportation projects which have 100 percent of their construction expenditures programmed within the five years of the anticipated County CIP, the anticipated FY2002-2007 State Consolidated Transportation Plan, and the current adopted Rockville CIP.

For the FY2003 Annual Growth Policy, the Montgomery County Planning Board anticipates that there is one new transportation project that will increase staging ceilings. That project is the grade-separated interchange at US 29/Briggs Chaney Road, which is located in the Fairland-White Oak Policy Area.

Park and Planning staff analysis indicates that this transportation project could support an additional 3,250 jobs and 1,000 households in the Fairland/White Oak Policy Area. These development capacity increases would: (1) significantly reduce the housing deficit in Fairland/White Oak and (2) bring the policy area out of moratorium for jobs. Staff's analysis also shows that, if the capacity were entirely allocated to jobs, the

Fairland/White Oak jobs ceiling could be increased by 4,500 jobs.

Two other US 29 interchanges have recently been counted for staging ceiling purposes. These are the interchanges at Randolph Road and at MD 198. For the FY 2001 AGP, the Montgomery County Council increased staging ceilings in Fairland/White Oak by 6,300 jobs and 1,750 housing units as a result of the programming of these interchanges.

During its review of the FY 2001 AGP, the County Council also reviewed the methodology for analyzing the congestion relief provided by grade-separated interchanges of this type. Previous AGP analyses of grade-separated interchanges had included at least one interstate freeway, which are treated differently from local roads by the AGP. The County Council selected a methodology which treats the grade-separated interchange as adding roadway capacity only to the roadway links that approach the interchange. An alternative methodology, which would treat the interchange as adding capacity to both the approach and the departure links, was originally proposed, by the Planning Board and staff now endorse the Council-adopted approach.

This analysis showing Fairland/White Oak coming out of moratorium for jobs in FY2003 is based upon the expectation that the grade-separated interchanges on US 29 at Randolph Road and MD 198 will move forward at the expected schedule.

**Staff Recommendation**

The Montgomery County Department of Park and Planning recommends that the capacity from the interchange be allocated entirely to the Fairland/White Oak jobs ceiling, increasing it by 4,500 jobs. Staff's rationale is threefold:

- (1) A tenet of Montgomery County planning, confirmed by the Transportation Policy Report II, is that an imbalance of jobs

and housing can aggravate congestion by increasing the average length of a commuter trip. Fairland/White Oak's job/housing ratio is tilted toward housing; therefore, the allocation of new capacity should be tilted toward jobs.

- (2) The Food and Drug Administration consolidation in White Oak will require at least 4,100 additional jobs worth of transportation capacity when it is fully funded.
- (3) The site of the former WSSC Sludge composting facility (i.e., "Site 2") is one of several sites identified by the County for a potential technology park, possibly a public-private partnership reminiscent of the Shady Grove Life Sciences Center. This project is still in the planning stages, but if a technology park were to be located at Site 2, it would be subject to the provisions of the AGP.

***Net Remaining Capacities by Policy Area, 1982 to FY02***

Tables 3 and 4 show how net remaining capacities have changed over the years in each policy area. Policy areas shaded in black are in moratorium for new subdivision approvals. The gray-shaded areas were not in existence during that fiscal year.

These tables also show how policy areas have been restructured over time. For example, the greater Gaithersburg area was a single policy area until 1986, when it was divided into two policy areas, East and West. In FY92, these were further subdivided into Derwood/Shady Grove, Gaithersburg City, Montgomery Village/Airpark, North Potomac, and R&D Village. In FY96, Derwood/Shady Grove was further subdivided into the Derwood policy area and the Shady Grove policy area.



Table 1: Transportation Staging Ceilings

# Housing

Remaining Capacity Under Fiscal Year 2002 Transportation Staging Ceilings

Policy Area	Current (FY 2002)			Draft (FY2003)	
	Net Ceiling	Pipeline	Net Remaining Capacity	Change in Capacity	Net Remaining Capacity
Aspen Hill	-5,080	1,838	-6,918	0	-6,918
Bethesda CBD	1,504	910	594	0	594
Bethesda/Chevy Chase	6,235	349	5,886	0	5,886
Clarksburg	42	8,245	-8,203	0	-8,203
Cloverly	1,564	315	1,249	0	1,249
Damascus	727	402	325	0	325
Derwood	2,153	111	2,042	0	2,042
Fairland/White Oak	-1,033	2,237	-3,270	0	-3,270
Friendship Heights	1,103	1,079	24	0	24
Gaithersburg City	-657	2,859	-3,516	0	-3,516
Germantown East	4,544	1,620	2,924	0	2,924
Germantown West	4,189	4,303	-114	0	-114
Germantown Town Center	1,849	640	1,209	0	1,209
Glenmont	632	255	377	0	377
Grosvenor	1,400	860	540	0	540
Kensington/Wheaton	3,056	523	2,533	0	2,533
Montgomery Village/Airpark	-4,978	357	-5,335	0	-5,335
North Bethesda	1,417	1,544	-127	0	-127
North Potomac	1,873	589	1,284	0	1,284
Olney	1,234	1,266	-32	0	-32
Potomac	1,718	749	969	0	696
R&D Village	1,581	1,153	428	0	428
Rockville City	-252	4,789	-5,041	0	-5,041
Shady Grove	500	0	500	0	500
Silver Spring CBD	6,066	1,348	4,718	0	4,718
Silver Spring/Takoma Park	2,401	75	2,326	0	2,326
Twinbrook	300	0	300	0	300
Wheaton CBD	1,523	500	1,023	0	1,023
White Flint	893	685	208	0	208
<b>Total Policy Areas</b>	<b>48,504</b>	<b>39,601</b>	<b>29,459</b>	<b>0</b>	<b>29,459</b>

Please see notes on page following Jobs ceiling table.

Staff Draft FY2003 ANNUAL GROWTH POLICY

Table 2: Transportation Staging Ceilings

# Jobs

Remaining Capacity Under Fiscal Year 2002 Transportation Staging Ceilings

Policy Area	Current (FY 2002)			Draft (FY2003)	
	Net Ceiling	Pipeline	Net Remaining Capacity	Change in Capacity	Net Remaining Capacity
Aspen Hill	153	91	62	0	62
Bethesda CBD	5,974	5,126	848	0	848
Bethesda/Chevy Chase	983	499	484	0	484
Clarksburg	3,404	4,672	-1,268	0	-1,268
Cloverly	185	234	-49	0	-49
Damascus	1,356	521	835	0	835
Derwood	2,535	1,968	567	0	467
Fairland/White Oak	2,895	4,021	-1,126	4,500	3,374
Friendship Heights	5,241	4,898	343	0	343
Gaithersburg City	8,135	14,613	-6,478	0	-6,478
Germantown East	14,330	13,258	1,072	0	1,072
Germantown West	14,529	10,497	4,032	0	4,032
Germantown Town Center	6,786	2,292	4,494	0	4,494
Glenmont	200	17	183	0	183
Grosvenor	80	52	28	0	28
Kensington/Wheaton	3,051	283	2,768	0	2,768
Montgomery Village/Airpark	1,009	906	103	0	103
North Bethesda	7,510	10,309	-2,799	0	-2,799
North Potomac	620	20	600	0	600
Olney	2,202	179	2,023	0	2,023
Potomac	2,116	367	1,749	0	1,749
R&D Village	14,651	18,172	-3,521	0	-3,521
Rockville City	6,189	32,663	-26,474	0	-26,474
Shady Grove	998	16	982	0	982
Silver Spring CBD	6,026	4,023	2,003	0	2,003
Silver Spring/Takoma Park	1,524	286	1,238	0	1,232
Twinbrook	600	660	-60	0	-60
Wheaton CBD	2,682	83	2,599	0	2,599
White Flint	3,206	2,003	1,203	0	1,203
<b>Total Policy Areas</b>	<b>119,170</b>	<b>132,729</b>	<b>28,216</b>	<b>4,500</b>	<b>31,590</b>

Please see notes on following page.

### Notes on Transportation Staging Ceiling Tables (Tables 1 and 2)

1. Rural policy areas (Goshen, Rock Creek, Poolesville and Patuxent) are not assigned staging ceilings. In these areas, subdivision applications are subject to Local Area Transportation Review as well as relevant zoning and sewer constraints.
2. The ceilings indicate the amount of addition development that can be supported with transportation capacity available in the first five years of currently-adopted state and local capital improvements programs. Negative numbers indicate the amount by which the estimated level of development exceeds the ceiling.
3. Although ceilings are shown for all policy areas, development in Potomac is controlled by zoning and water and sewer constraints. Development in the Silver Spring CBD is also controlled by the limits established in the Silver Spring CBD Sector Plan. The AGP does not control development in Rockville or Gaithersburg, and deficits shown for those areas, if any, have no practical effect.
4. For all total, negative numbers are treated as zero. The total net remaining capacity is the amount of capacity countywide available for new subdivision approvals.
5. In Bethesda CBD, up to 1,500 housing units in net remaining capacity may be converted, upon demand by standard method non-residential development applicants, to job capacity at a rate of .75 jobs for every housing unit. For display purposes, the table to the left shows that conversion as if it had already taken place.
6. Once Bethesda CBD has entered the second stage of development as described in its 1994 Sector Plan, up to 2,500 housing units if capacity in Bethesda/Chevy Chase can be converted to jobs in Bethesda CBD at a rate of 0.9 jobs for every housing unit.



TABLE 3

Net Remaining Capacity Under Transportation Staging Ceilings FYs 1982-03

HOUSING

Policy Area	Annual Growth Policy													Count First 5 Years					DRAFT FY03			
	Comprehensive Planning Policies													Count First 5 Years								
	Count 50% First 6 Years (1)	Count 50% First 6 Years (2)	Count 50% First 6 Years (3)	Count 50% First 6 Years (4)	Count 50% First 6 Years (5)	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99	FY00		FY01	FY02	
Bethesda/Cherry Chase	2,072	2,313	3,249	3,112	3,354	2,764	3,497	2,185	2,109	2,339	2,438	2,415	7,004	6,863	6,816	5,971	5,969	5,944	5,903	5,886	5,886	
Bethesda CBD	-1,157	-1,860	-1,928	-1,992	-1,794	-1,804	-1,480	-1,168	-2,048	-2,105	-2,135	-1,709	112	-51	1,295	1,266	1,268	1,267	1,249	1,249	1,249	
Friendship Heights	1,351	-992	-295	-2,133	-2,120	-1,920	-1,274	-684	-666	-821	-804	-970	-1,156	-1,162	-1,217	-1,271	-1,323	-846	302	325	325	
Clarksburg	2,764	74	2,811	-1,354	-1,571	-2,573	-1,308	-3,113	-2,418	-2,626	-2,371	-2,458	-4,244	-4,008	-4,002	-4,319	-4,603	-4,788	-3,163	-3,270	-3,270	
Cloverly	1,455	2,452	3,215	2,013	1,832	1,707	1,388	489	130	1,388	489	53	47	795	64	1,628	1,620	1,563	2,925	2,925	2,924	
Danascus	2,174	286	2,846	1,576	723	2,621	1,392	1,379	1,379	1,379	1,379	1,379	1,379	1,379	875	875	875	2,052	2,042	2,042	2,042	
Fairland/White Oak	-1,677	-1,695	-1,718	-1,817	-2,227	-2,227	-1,573	130	1,388	489	53	47	795	64	1,628	1,620	1,563	2,925	2,925	2,924	2,924	
Gaithersburg Area	-6,947	-11,031	-11,651	-8,580	-2,736	-9,736	-1,860	543	0	-776	-775	-903	705	2,410	1,072	824	824	2,40	90	50	-41	
Gaithersburg East	5,174	3,415	3,946	2,015	845	836	721	1,982	0	1,764	1,764	1,764	1,764	1,764	1,764	1,764	1,209	1,209	1,209	1,209	1,209	
Gaithersburg West	2,037	3,235	3,199	3,103	1,003	503	-270	-173	-392	1,372	1,368	2,874	-4,116	-5,132	-5,145	-5,148	-6,584	-6,597	-6,675	-6,785	-6,790	-6,803
Derwood	2,382	2,254	1,972	1,858	1,837	1,816	1,812	1,775	2,762	2,739	2,739	2,762	2,762	2,739	2,762	2,739	2,670	2,538	2,533	2,533	2,533	
Shady Grove	1,509	1,509	1,509	1,509	1,509	1,509	1,509	1,509	1,509	1,509	1,509	1,509	1,509	1,509	1,509	1,509	1,509	1,396	1,391	1,023	1,023	
Gaithersburg City	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	500	500	378	377	
Montgomery Village/Alpark	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
North Potomac	900	949	949	949	949	949	949	949	949	949	949	949	949	949	949	949	949	688	688	688	688	
RED Village	1,751	1,751	1,751	1,751	1,751	1,751	1,751	1,751	1,751	1,751	1,751	1,751	1,751	1,751	1,751	1,751	1,751	1,359	827	-127	-127	
Germantown East	2,587	1,970	2,387	1,019	924	724	273	417	322	187	-637	-713	524	-155	-258	241	167	166	98	6	-32	-32
Germantown West	2,621	2,396	2,324	1,931	1,259	2,109	2,060	1,725	1,675	1,644	1,656	1,451	1,430	1,318	1,318	1,272	1,237	1,216	1,119	969	969	
Derwood/Shady Grove	1,486	1,487	1,941	1,486	1,487	1,941	1,486	1,487	1,941	1,486	1,487	1,941	1,486	1,487	1,941	1,486	1,487	1,941	1,486	1,487	1,941	
Derwood	163	163	163	163	163	163	163	163	163	163	163	163	163	163	163	163	163	163	163	163	163	
Shady Grove	1,300	2,295	2,294	2,251	2,250	2,245	2,245	2,250	2,250	2,245	2,245	2,250	2,250	2,245	2,245	2,250	2,360	2,347	2,329	2,326	2,326	
Gaithersburg City	3,000	3,040	2,916	2,848	1,836	617	578	502	470	1,300	1,372	1,372	1,183	4,138	4,327	5,357	5,140	5,716	5,716	4,718	4,718	
Rockville City	163	163	163	163	163	163	163	163	163	163	163	163	163	163	163	163	163	163	163	163	163	
Silver Spring/Fakoma Park	3,000	3,040	2,916	2,848	1,836	617	578	502	470	1,300	1,372	1,372	1,183	4,138	4,327	5,357	5,140	5,716	5,716	4,718	4,718	
Silver Spring CBD	163	163	163	163	163	163	163	163	163	163	163	163	163	163	163	163	163	163	163	163	163	

TABLE 4

Net Remaining Capacity Under Transportation Staging Ceilings 1982-FY03

**JOBS**

Policy Area	Annual Growth Policy																				
	Comprehensive Planning Policies						Count 100%														
	Count 50% First 6 Years (1)	Count 80% First 6 Years (2)	Count 100% First 4 Years (4)	Count 100% First 4 Years (5)	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02	DRAFT FY 03	
Bethesda/Chevy Chase	10,006	6,305	7,314	6,383	583	468	1,756	10,312	10,127	10,055	8,955	7,995	8,209	3,709	3,209	3,209	1,059	818	485	478	484
Bethesda CBD	489	480	437	218	218	500	307	-93	-185	-185	-185	-185	315	315	205	205	150	130	66	-49	-49
Friendship Heights	6,203	2,874	3,161	2,279	-1,845	-1,845	608	352	273	140	85	30	30	30	13	13	-18	-46	1,204	835	835
Damascus	14,671	13,245	21,133	22,886	-241	-241	-4,171	-9,496	-11,627	-11,739	-9,739	-8,031	-8,711	-8,611	-8,721	-8,721	-8,650	-7,660	-4,385	-1,126	-3,374
Clarksville	8,488	6,238	-1,642	-4,658	-4,657	-6,377	12,673	5,193	3,605	4,713	3,312	-1,010	-2,324	-2,395	-2,427	-676	-676	-998	998	998	982
Derwood/Shady Grove	629	608	1,571	1,308	-264	-247	-1,721	2,989	562	2	-82	-124	376	-174	376	576	560	961	961	961	1,072
Shady Grove	4,430	-5,850	-5,857	-2,404	-2,737	-6,737	425	2,015	302	-1,227	-1,296	-1,740	1,310	8,021	6,333	1,668	1,800	1,783	1,783	1,566	4,032
Gaithersburg City	4,884	-4,771	5,753	5,496	3,554	3,477	8,169	6,214	272	334	334	334	139	139	139	109	109	51	48	62	62
Montgomery Village/Airpark	6,924	6,483	296	-2,230	-2,730	-1,277	-431	-3,435	-2,835	-1,947	-7,625	0	0	0	80	80	80	58	28	28	28
North Potomac	614	501	2,726	2,711	612	607	458	17	153	35	-313	-320	667	1,466	1,466	1,990	1,969	1,969	1,771	2,023	2,023
Ridgely	0	0	0	0	0	0	2,467	2,768	2,181	2,181	2,150	2,160	2,027	2,022	2,022	2,022	1,802	1,797	1,797	1,749	1,749
Rockville	15,336	14,365	11,042	10,446	421	2,421	500	356	5	-106	392	642	637	637	630	630	565	565	565	565	1,238
Rockville City	0	0	0	0	0	0	1,635	1,507	-3,587	-6,974	-7,192	-8,610	-6,067	-6,405	-20,957	-18,339	-18,339	-18,339	-24,691	-26,474	-26,474
Wheaton	614	501	2,726	2,711	612	607	458	17	153	35	-313	-320	667	1,466	1,466	1,990	1,969	1,969	1,771	2,023	2,023
Wheaton CBD	0	0	0	0	0	0	2,467	2,768	2,181	2,181	2,150	2,160	2,027	2,022	2,022	1,802	1,797	1,797	1,749	1,749	1,749
Glenmont	614	501	2,726	2,711	612	607	458	17	153	35	-313	-320	667	1,466	1,466	1,990	1,969	1,969	1,771	2,023	2,023
North Bethesda	0	0	0	0	0	0	2,467	2,768	2,181	2,181	2,150	2,160	2,027	2,022	2,022	1,802	1,797	1,797	1,749	1,749	1,749
Grosvonor	614	501	2,726	2,711	612	607	458	17	153	35	-313	-320	667	1,466	1,466	1,990	1,969	1,969	1,771	2,023	2,023
Twinbrook	0	0	0	0	0	0	2,467	2,768	2,181	2,181	2,150	2,160	2,027	2,022	2,022	1,802	1,797	1,797	1,749	1,749	1,749
White Flint	614	501	2,726	2,711	612	607	458	17	153	35	-313	-320	667	1,466	1,466	1,990	1,969	1,969	1,771	2,023	2,023
North Bethesda	0	0	0	0	0	0	2,467	2,768	2,181	2,181	2,150	2,160	2,027	2,022	2,022	1,802	1,797	1,797	1,749	1,749	1,749
Olney	614	501	2,726	2,711	612	607	458	17	153	35	-313	-320	667	1,466	1,466	1,990	1,969	1,969	1,771	2,023	2,023
Potomac	0	0	0	0	0	0	2,467	2,768	2,181	2,181	2,150	2,160	2,027	2,022	2,022	1,802	1,797	1,797	1,749	1,749	1,749
Rockville	15,336	14,365	11,042	10,446	421	2,421	500	356	5	-106	392	642	637	637	630	630	565	565	565	565	1,238
Rockville City	0	0	0	0	0	0	1,635	1,507	-3,587	-6,974	-7,192	-8,610	-6,067	-6,405	-20,957	-18,339	-18,339	-18,339	-24,691	-26,474	-26,474
Silver Spring/Takoma Park	614	501	2,726	2,711	612	607	458	17	153	35	-313	-320	667	1,466	1,466	1,990	1,969	1,969	1,771	2,023	2,023
Silver Spring CBD	0	0	0	0	0	0	2,467	2,768	2,181	2,181	2,150	2,160	2,027	2,022	2,022	1,802	1,797	1,797	1,749	1,749	1,749

**Notes to Tables 3 and 4**

- (1) Transportation improvements had to be at least 50% funded within the next 6 years.
- (2) Transportation improvements had to be at least 80% funded within the next 6 years.
- (3) Transportation improvements had to be 100% funded within 6 years.
- (4) Transportation improvements had to be 100% funded within 4 years.
- (5) Before the FY 89 AGP, the acceptable level of service standard for Fairland/White Oak was established as LOS D. The FY 89 AGP changed this standard to LOS C/D.
- (6) Transportation improvements now have to be 100% funded within 5 years.

**Policy Area Definitions**

Many changes in policy area boundaries have been made since the first Comprehensive Planning Policies Report in 1982. The following summarizes these changes. This summary does not include minor boundary adjustments, which have affected a number of policy areas. Information on such minor adjustments can be found in the respective Planning Department reports over the 1982-90 period.

**Bethesda/Chevy Chase** was subdivided into the **Bethesda CBD** and **Bethesda/Chevy Chase** policy areas in the FY 89 AGP.

**Damascus** was created as a new policy area, out of the rural policy areas, in 1986.

**Derwood/Shady Grove** was divided into the **Derwood** and **Shady Grove** Policy Areas in FY96. Derwood/Shady Grove was the new name of the former Derwood/Needwood/Washington Grove/Shady Grove policy area.

**Gaithersburg** was subdivided into **Gaithersburg East** and **Gaithersburg West** policy areas in 1986.

Gaithersburg East was further subdivided into **Montgomery Village/Airpark** and **Derwood/Needwood/ Washington Grove/Shady Grove** in the FY92 AGP, with part of **Gaithersburg East** becoming part of the **City of Gaithersburg** policy area.

**Gaithersburg West** was further subdivided into **North Potomac** and **R&D Village** policy area in the FY92 AGP, with part of **Gaithersburg West** becoming part of the **City of Gaithersburg** policy area.

**Germantown West** was subdivided into the **Germantown Town Center** and **Germantown West** policy areas in the FY92 AGP.

**Kensington/Wheaton/Aspen Hill** was subdivided into **Kensington/Wheaton** and **Aspen Hill** policy areas in the FY 90 AGP.

**North Bethesda** was subdivided into **Grosvenor, Twinbrook, White Flint,** and **North Bethesda** in the FY94 AGP.

**Silver Spring/Takoma Park** was subdivided into the **Silver Spring CBD** and **Silver Spring/Takoma Park** policy areas in the FY 88 AGP.

**Rockville** was subdivided into **Rockville City**, with part of the former Rockville policy area becoming part of **Derwood/Needwood/Washington Grove/Shady Grove**, and part becoming part of **R&D Village** in the FY92 AGP.

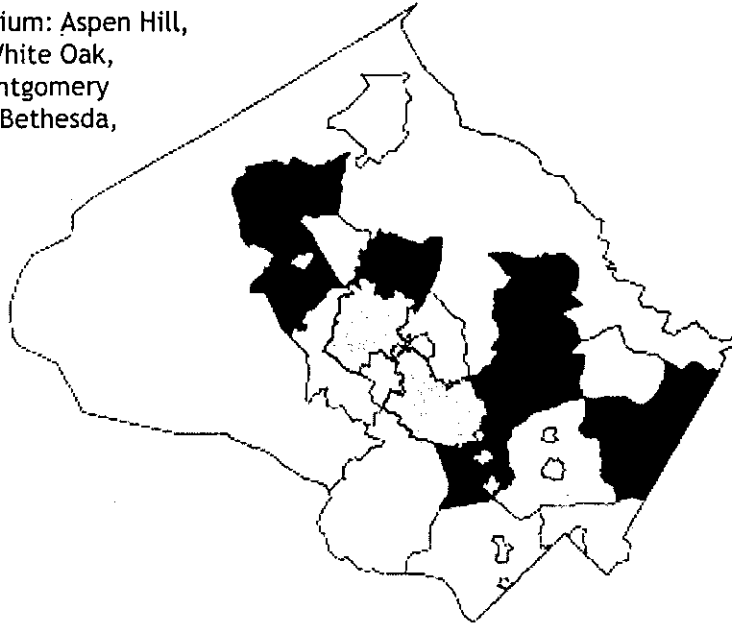
**Clarksburg** was created as a policy area in FY96.

**Friendship Heights** and **Glenmont** were created as new policy areas for the FY98 AGP out of the **Bethesda/Chevy Chase** and **Kensington/Wheaton** policy areas, respectively.

### Annual Growth Policy Areas in Moratorium for New Housing Subdivision Approvals in FY 2002

Policy Areas in Moratorium: Aspen Hill, Clarksburg, Fairland/White Oak, Germantown West, Montgomery Village/Airpark, North Bethesda, and Olney.

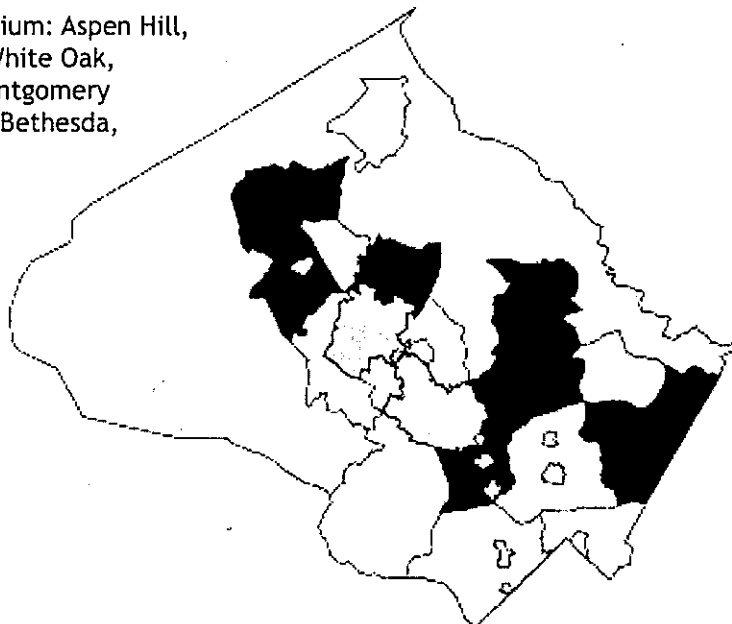
Rockville and Gaithersburg are not subject to the Annual Growth Policy.



### Annual Growth Policy Areas in Moratorium for New Housing Subdivision Approvals in FY 2003

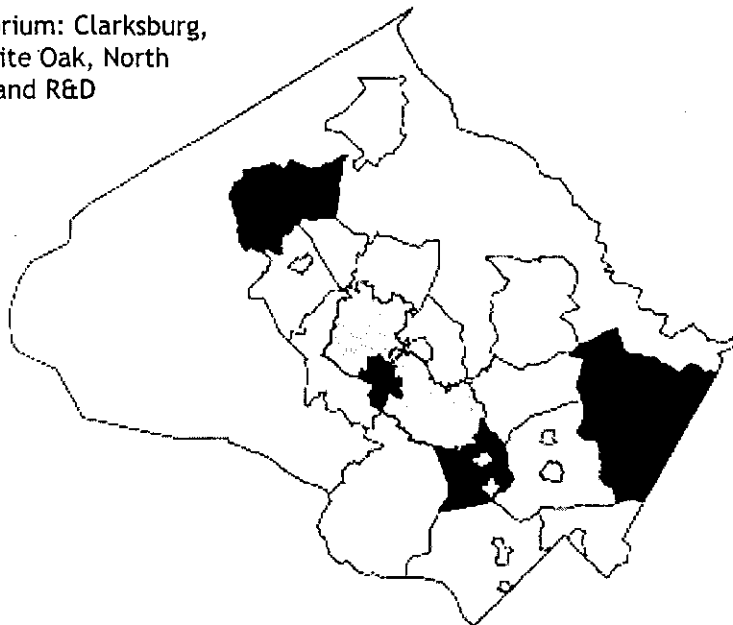
Policy Areas in Moratorium: Aspen Hill, Clarksburg, Fairland/White Oak, Germantown West, Montgomery Village/Airpark, North Bethesda, and Olney.

Rockville and Gaithersburg are not subject to the Annual Growth Policy.



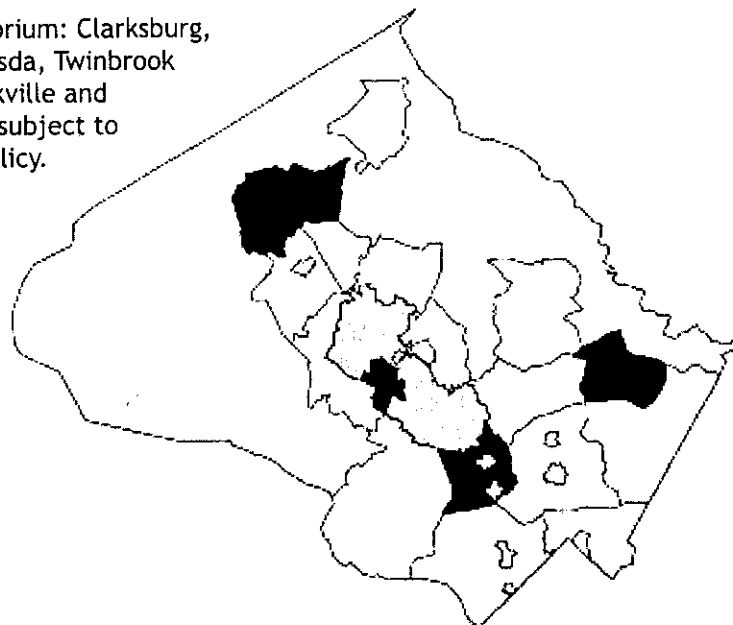
### Annual Growth Policy Areas in Moratorium for New Non-Residential (Jobs) Subdivision Approvals in FY 2002

Policy Areas in Moratorium: Clarksburg, Cloverly, Fairland/White Oak, North Bethesda, Twinbrook and R&D Village. Rockville and Gaithersburg are not subject to the Annual Growth Policy.



### Annual Growth Policy Areas in Moratorium for New Non-Residential (Jobs) Subdivision Approvals in FY 2003

Policy Areas in Moratorium: Clarksburg, Cloverly, North Bethesda, Twinbrook and R&D Village. Rockville and Gaithersburg are not subject to the Annual Growth Policy.





# Public School Capacities

## *The AGP's School Test*

Since Fiscal year 1989, the Montgomery County Council has tested public school capacity for the County's high school clusters to determine if there is sufficient capacity to support additional preliminary plan approvals during the upcoming fiscal year. Each of the grade levels -- elementary, middle, and high school -- is assessed separately. The Council compares the five-year forecast of enrollment in each high school cluster to the capacity of existing facilities and those programmed for completion by the fifth year of the capital improvements program (CIP).

For Adequate Public Facilities Ordinance purposes, school capacity is considered adequate for a cluster if forecast enrollment does not exceed 100 percent of the Council-funded program capacity. Until November 2001 the test was 110 percent of capacity.

If sufficient capacity is not available in a cluster, the Council looks to see if an adjacent cluster or clusters have sufficient capacity to cover the projected deficit in school capacity in the initial cluster. If these combined clusters do not have sufficient capacity, then schools in the initial cluster are considered inadequate for APFO purposes and the Planning Board will be unable to approve new residential subdivisions in that cluster during the next fiscal year.

The only residential development that is not subject to a subdivision moratorium due to inadequate school capacity is senior housing because that type of housing does not generate students.

## *FY 2002 Public School Capacities*

The Montgomery County Council tightened the AGP school test to 100 percent of

capacity effective November 1, 2001. That action put the Damascus cluster into subdivision moratorium due to a lack of high school facilities.

## *September 2007 Public School Capacities*

Based upon the Superintendent's Requested FY 2003-2008 CIP, all high school clusters will have adequate capacity at all three grade levels to support the September 2007 forecast.

That finding is based upon the capacity created by a new Clarksburg High School. This new high school has been requested for funding in the first five years of the Requested FY 2003-2008 CIP.

If the capacity is retained in the adopted FY 2003-2008 CIP, the Planning Board, in its review of preliminary plans of subdivision during Fiscal Year 2003, can consider school capacity to be adequate in all clusters.

The following tables show how the AGP's schools test is applied using the capacity in the Superintendent's Requested FY 2003-2008 CIP. All information provided by Montgomery County Public Schools.

### **Council-Funded Regular Program Capacity of Classrooms**

Half-Day Kindergarten:	44
Full-Day Kindergarten:	22
Grades 1-6:	25
Secondary Grades:	22.5

Table 3: Public School Capacity

# Elementary

Reflects Superintendent's Requested FY 2003-2008 Capital Improvements Program (CIP)

Cluster Area	Projected Sept. 2007 Enrollment	100% AGP Capacity With Requested FY03-08 CIP	Capacity Remaining @ 100%	Space in Adjacent Cluster(s)?	AGP Test Result - Capacity is:
Bethesda-Chevy Chase	2,850	3,359	509		Adequate
Blair	5,344	5,781	437		Adequate
Blake	2,414	2,734	320		Adequate
Churchill	2,465	2,477	12		Adequate
Damascus	3,325	3,409	84		Adequate
Einstein	3,167	3,247	80		Adequate
Gaithersburg	4,022	4,592	570		Adequate
Walter Johnson	2,856	2,834	-22	B-CC 509	Adequate
Kennedy	2,535	2,709	174		Adequate
Magruder	2,884	3,528	644		Adequate
R. Montgomery	2,392	2,658	266		Adequate
Northwest	3,727	3,497	-230		Adequate
Paint Branch	2,190	2,840	650		Adequate
Poolesville	767	882	115		Adequate
Quince Orchard	2,862	3,109	247		Adequate
Rockville	2,222	3,021	799		Adequate
Seneca Valley	3,016	3,509	493		Adequate
Sherwood	2,577	3,040	463		Adequate
Springbrook	2,618	3,337	719		Adequate
Watkins Mill	2,907	3,340	433		Adequate
Wheaton	3,050	3,153	103		Adequate
Whitman	1,989	2,371	382		Adequate
Wootton	3,064	3,384	320		Adequate

AGP cluster capacity based on Superintendent's Requested FY03-08 CIP, and rating all half-day K rooms at 44, full day K rooms at 22, and all other classrooms in buildings at 25. Enrollment projections by Montgomery County Public Schools, November 2001.

Blake, Paint Branch and Springbrook are part of the Northeast High Schools Consortium. Data shown is for the base areas of these high schools. Blake includes Burnt Mills, Page, Fairland, Stonegate and portions of Jackson Road (50%), Cloverly (15%), and Sherwood (45%) elementary schools. Paint Branch includes Burtonsville, Galway, Greencastle and a portion of Cloverly (85%) elementary schools. Springbrook includes Broad Acres, Cresthaven, Cannon Road, Drew, Westover and a portion of Jackson Road (50%) elementary schools.



Table 4: Public School Capacity

# Middle

Reflects Superintendent's Requested FY 2003-2008 Capital Improvements Program (CIP)

Cluster Area	Projected Sept. 2007 Enrollment	100% AGP Capacity With Requested FY03-08 CIP	Capacity Remaining @ 100%	Space in Adjacent Cluster(s)?	AGP Test Result - Capacity is:
Bethesda-Chevy Chase	1,083	990	-93	Walter Johnson 574	Adequate
Blair	2,765	3,240	474		Adequate
Blake	1,261	1,485	224		Adequate
Churchill	1,446	1,575	129		Adequate
Damascus	1,567	1,800	233		Adequate
Einstein	1,338	2,115	777		Adequate
Gaithersburg	1,804	2,093	289		Adequate
Walter Johnson	1,541	2,115	574		Adequate
Kennedy	1,388	1,755	367		Adequate
Magruder	1,414	1,800	386		Adequate
R. Montgomery	1,028	1,170	142		Adequate
Northwest	1,559	1,440	-119	Quince Orchard 531	Adequate
Paint Branch	1,149	1,395	246		Adequate
Poolesville	331	518	187		Adequate
Quince Orchard	1,629	2,160	531		Adequate
Rockville	910	1,035	125		Adequate
Seneca Valley	1,416	1,463	47		Adequate
Sherwood	1,265	1,620	355		Adequate
Springbrook	1,199	1,373	174		Adequate
Watkins Mill	1,488	1,800	312		Adequate
Wheaton	1,322	1,935	613		Adequate
Whitman	1,228	1,193	-35	Walter Johnson 574	Adequate
Wootton	1,504	1,688	184		Adequate

AGP cluster capacity based on Superintendent's Requested FY03-08 CIP, and rating all half-day K rooms at 44, full day K rooms at 22, and all other classrooms in buildings at 25. Enrollment projections by Montgomery County Public Schools, November 2001.

Blake, Paint Branch and Springbrook are part of the Northeast High Schools Consortium. Data shown is for the base areas of these high schools. Blake includes Burnt Mills, Page, Fairland, Stonegate and portions of Jackson Road (50%), Cloverly (15%), and Sherwood (45%) elementary schools. Paint Branch includes Burtonsville, Galway, Greencastle and a portion of Cloverly (85%) elementary schools. Springbrook includes Broad Acres, Cresthaven, Cannon Road, Drew, Westover and a portion of Jackson Road (50%) elementary schools.

Table 5: Public School Capacity

# High

Reflects Superintendent's Requested FY 2003-2008 Capital Improvements Program (CIP)

Cluster Area	Projected Sept. 2007 Enrollment	100% AGP Capacity With Requested FY03-08 CIP	Capacity Remaining @ 100%	Space in Adjacent Cluster(s)?	AGP Test Result - Capacity is:
Bethesda-Chevy Chase	1,593	1,575	-18	Whitman 98	Adequate
Blair	3,516	3,848	332		Adequate
Blake	1,574	1,778	204		Adequate
Churchill	2,097	2,093	-4	Whitman 98	Adequate
Damascus	1,972	2,678	706		Adequate
Einstein	1,850	2,228	378		Adequate
Gaithersburg	2,170	2,340	170		Adequate
Walter Johnson	1,956	2,093	137		Adequate
Kennedy	1,678	2,048	370		Adequate
Magruder	2,086	2,115	29		Adequate
R. Montgomery	1,766	2,093	327		Adequate
Northwest	2,140	2,070	-70	Seneca Valley 232	Adequate
Paint Branch	1,917	1,688	-229	Blake 204, Springbrook 219	Adequate
Poolesville	636	900	264		Adequate
Quince Orchard	1,913	1,980	67		Adequate
Rockville	1,320	1,665	345		Adequate
Seneca Valley	1,748	1,980	232		Adequate
Sherwood	1,949	2,093	144		Adequate
Springbrook	2,054	2,273	219		Adequate
Watkins Mill	1,980	2,318	338		Adequate
Wheaton	1,642	1,643	1		Adequate
Whitman	1,927	2,025	98		Adequate
Wootton	2,177	2,183	6		Adequate

AGP cluster capacity based on Superintendent's Requested FY 2003-2008 CIP, and rating all half-day K rooms at 44, full day K rooms at 22, and all other classrooms in buildings at 25. Enrollment projections by Montgomery County Public Schools, November 2001.

Blake, Paint Branch and Springbrook are part of the Northeast High Schools Consortium. Data shown is for the base areas of these high schools.





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Table A-1: Factors Used in Calculating  
**Total Transportation Level of Service**  
 (TTLOS) Including Transit Accessibility and Automobile Level of Service

Policy Area	Transit Mode Share A	Transit RTA Index B	Auto Mode Share C	Auto ACI Standard D	TTLOS $E=(AxB)+(CxD)$
Aspen Hill	0.11	0.38	0.89	0.61	0.585
Bethesda/Chevy Chase	0.23	0.10	0.77	0.73	0.585
Clarksburg	0.04	0.98	0.96	0.57	0.585
Cloverly	0.06	0.83	0.94	0.57	0.585
Damascus	0.07	0.96	0.93	0.56	0.585
Derwood	0.17	0.65	0.83	0.57	0.585
Fairland/White Oak	0.14	0.55	0.86	0.59	0.585
Gaithersburg City	0.16	0.70	0.84	0.56	0.585
Germantown East	0.07	0.81	0.93	0.57	0.585
Germantown West	0.12	0.82	0.88	0.55	0.585
Kensington/Wheaton	0.17	0.09	0.83	0.69	0.585
Montgomery Village/Airpark	0.14	0.76	0.86	0.56	0.585
North Bethesda	0.24	0.31	0.76	0.67	0.585
North Potomac	0.07	0.81	0.93	0.57	0.585
Olney	0.06	0.72	0.94	0.58	0.585
Potomac	0.08	0.73	0.92	0.57	0.585
R&D Village	0.15	0.70	0.85	0.57	0.585
Rockville City	0.14	0.43	0.86	0.61	0.585
Silver Spring/Takoma Park	0.37	0.00	0.63	0.93	0.585

This table shows the basic calculation used to determine how much automobile congestion is permitted in a policy area. Each policy area must meet the same Total Transportation Level of Service of 0.585. The components of TTLOS are:

**Column A: Transit mode share:** the percentage of residents in the policy area that use means other than the automobile to get to work. For example, the transit mode share in Aspen Hill is 11%.

**Column B: Regional Transit Accessibility (RTA) Index:** this is a measure of the availability of non-auto forms of travel in the policy area, such as buses, Metro, etc.

**Column C: Auto mode share:** the percentage of residents in the policy area that use an automobile to get to work. Auto mode share equals the 1 minus the transit mode share. For example, the auto mode share in Aspen Hill is 89%.

**Column D: Average Congestion Index (ACI) Standard:** This is the level of auto congestion represented by a policy area's staging ceilings. ACI is the average volume-to-capacity ratio in a policy area weighted by vehicle miles of travel.

TTLOS is not calculated for smaller policy areas, which are accounted for in the larger policy area that surrounds them:

Bethesda-Chevy Chase includes Bethesda CBD and Friendship Heights

North Bethesda includes Grosvenor, White Flint and Twinbrook

Kensington/Wheaton includes Glenmont and Wheaton CBD

Germantown West includes Germantown Town Center

Derwood includes Shady Grove

Silver Spring/Takoma Park includes Silver Spring CBD

Table A-2: Local Area Transportation Review

## Congestion Standards by Policy Area

Critical Lane Volume (CLV) Standards for Intersection Congestion

CLV Standard	Policy Area
1450	Rural Areas
1500	Clarksburg, Damascus, Germantown East, Germantown Town Center, Germantown West, and Montgomery Village/Airpark
1525	Cloverly, Derwood, North Potomac, Olney, Potomac, R&D Village
1550	Aspen Hill, Fairland/White Oak
1600	North Bethesda
1650	Bethesda-Chevy Chase, Kensington/Wheaton, Silver Spring-Takoma Park
1800	Bethesda CBD, Friendship Heights, Glenmont, Grosvenor, Shady Grove, Silver Spring CBD, Twinbrook, Wheaton CBD, White Flint

*Notes:*

*Rural areas are: Darnestown/Travilah, Goshen, Patuxent, Poolesville, and Rock Creek.*

*Potomac and Metro Station Policy Areas have special LATR rules identified in their master plans or in the Annual Growth Policy.*

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Non-Residential Development Approved Under "Pay-and-Go" as of April 24, 2002

Table A-3

Sorted by Date

Date Approved	Subdivision Name	Square Feet	Policy Area
April 4, 1998	D. Sullivan Property	1,850	Derwood
June 4, 1998	Goshen Oaks Shopping Center	61,589	Montgomery Village/Airpark
June 18, 1998	Redland Parcel H	6,400	Derwood
July 16, 1998	Shady Grove Life Sciences Center	21,498	R&D Village
July 16, 1998	Centerway Business Park	47,400	Montgomery Village/Airpark
July 30, 1998	Scandinavia Import Center	16,500	Derwood
October 8, 1998	Tropia Property	18,640	R&D Village
November 12, 1998	Rock Spring Park - IBM	782,200	North Bethesda
November 12, 1998	Washingtonian Industrial Park	21,600	Derwood
November 19, 1998	Gude North (Commercial/Industrial)	355,105	Derwood
November 19, 1998	Griggs Add'n to Damascus (retail)	10,125	Damascus
January 7, 1999	Decoverly Hall South	236,156	R&D Village
January 14, 1999	Amoco/McDonald's	5,516	Montgomery Village/Airpark
January 14, 1999	Day Care	9,897	Germantown West
March 4, 1999	Landy Lane - Office Addition	50,855	Bethesda-Chevy Chase
March 11, 1999	Burger King	2,532	Damascus
March 25, 1999	Exxon/Convenience Store	3,412	Cloverly
April 8, 1999	Rock Creek Manor Retail	12,270	Aspen Hill
May 13, 1999	Bauer Tract Office	30,080	Derwood
May 13, 1999	Exxon/Convenience Store	2,660	Cloverly
May 13, 1999	Burgandy Park Office/Warehouse	7,293	Derwood
03-Jun-99	Gateway Commons (Retail & Auto Repair)	19,620	Derwood
10-Jun-99	K-Mart Expansion	18,631	Aspen Hill
15-Jul-99	Tyner Property (R&D/office)	122,620	R & D Village
22-Jul-99	Centerway Plaza (auto service/parts/sales)	10,000	Montgomery Village/Airpark
29-Jul-99	Shady Grove Plaza (Checkers restaurant)	1,012	Derwood
05-Aug-99	Rock Spring Park	216,000	North Bethesda
23-Sep-99	Cloverly Commercial (retail)	7,800	Cloverly
30-Sep-99	Damascus Post Office	14,000	Damascus
07-Oct-99	Washington-Rockville Industrial Park (office)	24,674	North Bethesda
28-Oct-99	Montrose Metro Office Center II	60,000	North Bethesda
17-Nov-99	Centerway Business Center	87,000	Montgomery Village/Airpark
27-Jan-00	Wilgus East (office)	319,650	North Bethesda
10-Feb-00	Part of Thomas Property (office)	47,000	R&D Village
03-Feb-00	Washington Science Center (medical/office)	89,000	North Bethesda
11-Jan-01	Randolph-New Hampshire Office Park	12,000	Fairland/White Oak
08-Mar-01	Traville Property	572,000	R&D Village
31-May-01	Chevy Chase Center I and II	412,000	Friendship Heights
21-Jun-01	Spring Lake Park	227,510	North Bethesda
28-Jun-01	Cloverly Town Center	52,000	Cloverly
18-Oct-01	Highlands of Clarksburg (office and retail)	31,460	Clarksburg
07-Feb-02	Part of Thomas Farm	52,000	R&D Village
	<b>Total:</b>	<b>4,099,555</b>	

Source: M-NCPPC April 24, 2002



# Staff Draft FY2003 ANNUAL GROWTH POLICY

Residential Development Approved Under "Pay-and-Go" as of April 24, 2002

Table A-4

Sorted by Date

Date Approved	Subdivision Name	Units	Policy Area
26-Feb-98	Cavanaugh	17	North Potomac
26-Feb-98	Blackburn Property	38	Fairland/White Oak
09-Apr-98	Ancient Oak	7	North Potomac
14-May-98	Sheets/Kelly	25	North Potomac
14-May-98	Linton Property	25	Fairland/White Oak
14-May-98	Busch Property	37	Damascus
21-May-98	Savage Property	12	Montgomery Village/Airpark
04-Jun-98	Goodwin Property	23	Damascus
11-Jun-98	Harvest Knolls	16	Damascus
11-Jun-98	Stonebridge	39	North Potomac
02-Jul-98	Baldi Property	50	Fairland/White Oak
30-Jul-98	Schneider Property	36	Damascus
17-Sep-98	Mills Property	91	North Potomac
01-Oct-98	County View	7	Damascus
08-Oct-98	Sharon Woods	15	Montgomery Village/Airpark
12-Nov-98	Bruck Property	11	North Potomac
11-Feb-99	Cross Creek Club	115	Fairland/White Oak
04-Mar-99	Blackburn Road Property	19	Fairland/White Oak
27-May-99	Tanglewood	25	Fairland/White Oak
23-Sep-99	John's Tract	24	Olney
28-Sep-99	Kaufman Property	49	Fairland/White Oak
09-Nov-01	Hunt Lions Den	71	Fairland/White Oak
08-Mar-01	Traville Property	750	R&D Village
19-Jul-01	Marlow Farms	39	Fairland/White Oak
18-Oct-01	The Highlands at Clarksburg	163	Clarksburg
	<b>Total:</b>	<b>1,704</b>	

Source: M-NCPPC April 24, 2002

# Staff Draft FY2003 ANNUAL GROWTH POLICY

Development Requesting Approval Under "Pay-and-Go" as of April 24, 2002

Table A-5

**Residential**

Plan Number	Subdivision Name	Units	Policy Area
1-91099	White Oak Property	106	Fairland/White Oak
1-97098	Thompson Farm	7	Damascus
1-98048	Cross Creek Club	183	Fairland/White Oak
1-98095	Hunt Miles Tract	58	Fairland/White Oak
	<b>Total:</b>	<b>354</b>	

**Non-Residential**

Plan Number	Subdivision Name	Square Feet	Policy Area
1-99066	Takoma Academy (private school)	n/a	Fairland/White Oak
	<b>Total:</b>	<b>n/a</b>	

Source: M-NCPPC April 24, 2002

Development Approved, and Requesting Approval, Under the Alternative Review Procedure for Metro Station Policy Areas at of April 24, 2002

Table A-6

**Approved**

Approval Date	Subdivision Name		Policy Area
<b>Non-Residential</b>		<b>Jobs</b>	
20-Jul-00	Montgomery County Conference Center (1-00087)	343	White Flint
19-Apr-01	White Flint Place (1-01039)	1,281	White Flint
	<b>Total:</b>	<b>1,624</b>	
<b>Residential</b>		<b>Units</b>	
19-Apr-01	White Flint Place (1-01039)	480	White Flint
	<b>Total:</b>	<b>480</b>	

**Requesting Approval**

Plan Number	Subdivision Name		Policy Area
<b>Non-Residential</b>		<b>Jobs</b>	
pending	LCOR - White Flint East	6,688	White Flint
	<b>Total:</b>	<b>6,688</b>	
<b>Residential</b>		<b>Units</b>	
pending	LCOR - White Flint East	1,335	White Flint
	<b>Total:</b>	<b>1,335</b>	

Source: M-NCPPC April 24, 2002

# Staff Draft FY2003 ANNUAL GROWTH POLICY

Development Approved Under the Alternative Review Procedure  
For Limited Residential Development as of April 24, 2002

Table A-7

Sorted by Date

Date Approved	Subdivision Name	Units	Policy Area
October 1, 1993	Jones Lane Property	14	North Potomac
June 19, 1994	Llewellyn Fields	71	Cloverly
June 23, 1994	Hampshire Greens	100	Cloverly
March 3, 1995	Reznick Property	18	Damascus
March 30, 1995	Potomac Chase	12	North Potomac
May 25, 1995	Schneider Property	36	Damascus
November 2, 1995	Pleasants Property	424	Germantown West
November 16, 1995	Potomac Chase II	9	North Potomac
November 30, 1995	Allnut Property	72	Cloverly
November 30, 1995	Peach orchard Estates	66	Cloverly
January 11, 1996	Grenrose Property	4	Aspen Hill
January 11, 1996	Bel Pre Property	5	Aspen Hill
February 29, 1996	Bonifant Mews/Layhill Valley	3	Aspen Hill
April 11, 1996	Catawba Manor	39	Clarksburg
August 8, 1996	Norwood Overlook	2	Olney
August 8, 1996	Busch Property	25	Damascus
September 19, 1996	Ancient Oak	7	North Potomac
September 26, 1996	Stoneview	39	North Potomac
October 3, 1996	Phillip Oaks	13	Cloverly
October 10, 1996	Charles L. Duvall Farm	1	Fairland/White Oak
November 14, 1996	Fairland Gardens	3	Fairland/White Oak
November 21, 1996	Charles L. Duvall Farm	1	Fairland/White Oak
December 5, 1996	Woodfield Meadows	21	Damascus
July 17, 1997	Potomac Glen South	8	North Potomac
June 19, 1997	Mills Property	91	North Potomac
July 17, 1997	Potomac Glen South	8	North Potomac
July 24, 1997	Busch Property	5	Damascus
July 1, 1999	Highlands at Clarksburg	75	Clarksburg
September 23, 1999	John Tract	24	Olney
January, 2000	Avonlea	20	Damascus
13-Sep-01	Richard's Addition to Ashley Hollow	7	Olney
13-Sep-01	Clarksburg Ridge	159	Clarksburg
01-Oct-01	Mandell Property	14	Olney
04-Apr-02	Martens	326	Clarksburg
	<b>Total:</b>	<b>1,722</b>	

Source: M-NCPPC April 24, 2002

Table A-8

**Transportation Improvements Appropriate to Support Development  
Approved Under Alternative Review Procedures**

Subdivision	Transportation Improvement
Mills Property	None for LATR, use for Shady Grove TMD to satisfy policy area review
Barman (Blackburn) Property	Provision for a second WB left-turn lane on Blackburn Road at US 29 Construction of a bus shelter on the north side of Greencastle Road at Wexhall Drive, near US 29
Dorothy Sullivan Property	Provision for a second left-turn lane on EB East Gude Drive at Crabbs Branch Way
Goshen Oaks (Fulks) Property	Construction of a right-turn lane on NB Goshen Road at Snouffer School Road
Cross Creek Club	Provide an eastbound left-turn lane on Briggs Chaney Road at US 29. Provide a second westbound left-turn lane on Fairland Road at US 29. Provide a second westbound left-turn lane on Musgrove Road at US 29.
Baldi Property	Modification of the traffic signal phasing along Spencerville Road (MD 198) at Columbia Pike (US 29) from split to concurrent phasing.
Church of the Redeemer	Participation in MD 124 Road Club to widen Woodfield Road from two to four lanes between Airpark Road and Fieldcrest Road.
Otsuka American	Participate in construction of a second northbound left-turn lane on Shady Grove Road at Key West Avenue.
Shady Grove Life Sciences Center	Participate in construction of a second westbound left-turn lane on Darnestown Road at Shady Grove Road. Participate in construction of a second northbound right-turn lane on Shady Grove Road at Darnestown Road.

Table A-8

Transportation Improvements Appropriate to Support Development  
Approved Under Alternative Review Procedures

Subdivision	Transportation Improvement
Centerway Business Center	Construction of a northbound right-turn lane along Goshen Road at Snouffer School-Wightman Road.
Scandinavian Import Servicer	Construction of a fourth westbound lane along West Gude Drive at Crabbs Branch Way/Cecil Street. Restriping of the eastbound lanes of Gude Drive at Frederick Road (MD 355) to increase the number of lanes from four to six by reducing the lane width from 12 to 10 feet.
Tropea Property	Construction of a right-turn lane on NB Darnestown Road at Key West Avenue Construction of a right-turn lane on EB Darnestown Road at Travilah Road Construction of right-turn lanes on NB & SB Muddy Branch Road at Darnestown Road
Rock Spring Park (IBM)	Construction of a second left-turn lane on WB I-270 off ramp at Old Georgetown Road Construction of right-turn lane on Medical center Drive (opposite Rock Spring Drive) at Old Georgetown Road Advancement of the design and construction for the SHA's reconstruction and upgrade (1) the I-270 interchange at Old Georgetown Road, (2) the I-270 Spur at Democracy Boulevard, and (3) the Fernwood Road HOV Connection.
Parcel B & Prop. Parcel I, Gude North	Construction of right-turn lane on SB Crabbs Branch Way at Redland Road Construction of right-turn lane on SB Crabbs Branch Way at Indianola Drive Conversion the thru/left lane to a thru lane on EB & WB Gude Drive at Frederick Road Construction of right-turn lane on NB Cecil Street (opposite Crabbs Branch Way) at East Gude Drive Conversion of the thru/left lane to a thru lane on SB Crabbs Branch Way at East Gude Drive

Table A-8

Transportation Improvements Appropriate to Support Development  
Approved Under Alternative Review Procedures

Subdivision	Transportation Improvement
Parcel B & Prop. Parcel I, Gude North (continued)	Construction of a third thru lane on WB East Gude Drive at Crabbs Branch Way/Cecil Street Construction of right-turn lane on SW-B Southlawn Lane at East Gude Drive Construction of a second right-turn lane on SW-B Norbeck Road at East Gude Drive
Kaufman Property	Construction of an eastbound right-turn lane on Oak Leaf Drive with an acceleration lane along Columbia Pike (US 29)
Decoverly Hall South	Construction of a third thru lane on WB Key West Avenue at Shady Grove Road Construction of a third thru lane on SB Shady Grove Road at Darnestown Road
Amoco/McDonald's	Restriping of the SB Woodfield Road approach at Airpark Road for a second left-turn lane Participation with the Road Club to convert the SB & NB Woodfield Road right-turn lanes to a combination right-turn/thru lane Participation with the Road Club to widen Woodfield Road from two to four lanes from Fieldcrest Road to Airpark Road
Landy Lane	Participate with Friendship Commond (GEICO) to (1) construct NB & SB right-turn lanes on River Road , (2) provide a 5th approach lane on Little Falls Parkway, and (3) change signal timing from split to concurrent phasing on the Little Falls Parkway approaches.
Burger King in Damascus	Contribute to DPWT Facility Planning projects Woodfield Road Extended & Damascus Park & Ride Lot
Exxon -16001 & 16225 New Hamp.Ave.	Contribute to SHA's Congestion Relief Study (M-9) at MD 650/Ednor Road to construct an EB right-turn lane and WB left-turn lane on Ednor Road OR Construct NB & SB right-turn lanes on MD 650.

**Transportation Improvements Appropriate to Support Development  
Approved Under Alternative Review Procedures**

Subdivision	Transportation Improvement
Rock Creek Manor	Construct NB & SB left-turn lanes on Bauer Drive at Norbeck Road (MD 28). Restripe NB approach of Baltimore Road at Norbeck Road for a left-turn lane and a shared left/right-turn lane.
Bauer Tract (Kern Property)	Participation in DPWT's CIP #509337, Faciliti Planning for Shady Grove Road- Six Lanes
Exxon - 13420 New Hampshire Ave.	Contribute to SHA's Congestion Relief Study (M-10) at MD 650/Randolph Road to construct a SB through lane and modify the NB lane configuration. Modify the lane use on the EB (Randolph Road) from a right-turn lane to a combination right-turn & through lane..
Gateway Commons	Construction of a SB right-turn lane on S. Frederick Avenue at W. Deer Park Road.
K-Mart Expansion	Construction of a WB right-turn lane on Aspen Hill Road at Connecticut Avenue
Highland of Clarksburg	Construction of a NB right-turn lane on MD 355 at Stringtown Road.
Tyner Property	Construction of a second SB left-turn lane on Shady Grove Road at Kety West Avenue. Construction of a third WB through lane on Key West Avenue at Shady Grove Road. Construction of second NB right-turn lanes on Shady Grove Road at Darnestown Road.
Centerway Plaza (Sigler Property)	Contribute with one other developer to construct a SB & NB right-turn lane on Goshen Road at Snouffer School/Wightman Road. Contribute with one other developer to extend the WB through and left-turn lanes on Muncaster Mill Road at Woodfield Road.

Table A-8

**Transportation Improvements Appropriate to Support Development  
Approved Under Alternative Review Procedures**

<b>Subdivision</b>	<b>Transportation Improvement</b>
Shady Grove Plaza (Checkers)	Contribute to SHA's Congestion Relief Study to construct a 4th NB through lane on Frederick Road & an EB through lane on Shady Grove Road. Contribute to DPWT's CIP Project # 507017, to add a 2nd EB left-turn lane on Shady Grove Road at Gaither Road.
Rock Spring Park (Elizabethan)	Contribute to SHA's Congestion Relief Study to construct a separate SB right-turn lane on Old Georgetown Road at Tuckerman Lane. Contribute with two other developers to widen Old Georgetown Road from four to five lanes.
John Tract	Contribute to the future planning of the Georgia Avenue Busway.
Cloverly Commercial	Contribute to the County DPWT's CIP No. 509321, Norbeck Road Extended. Construct a Class I bikeway, PB-39 of the Cloverly Master Plan, within the easement along the south side of Layhill Road.
Kaufman Property	Construction of an eastbound right-turn lane on Oak Leaf Drive with an acceleration lane along Columbia Pike (US 29) Modify the signal phasing and restripe the eastbound approach lane of Stewart Lane at Columbia Pike to 3 approach lanes (left-turn, through/right-turn, & right turn lanes).
Damascus Post Office	Contribute to DPWT Facility Planning projects Woodfield Road Extended & Damascus Park & Ride Lot



**Transportation Improvements Appropriate to Support Development  
Approved Under Alternative Review Procedures**

Subdivision	Transportation Improvement
Washington-Rockville Industrial Park	<p>Convert 1 of the 2 NB receiving lanes on the north leg of Parklawn Drive at Randolph Road to a 4th SB approach lane. With the extra approach lane, the SB approach should be reconfigured from right-turn/thru lane, thru/left-turn lane, and left-turn lane to right-turn/thru lane, thru lane, and 2 left-turn lanes.</p> <p>Remove the 2nd thru lane on the NB approach of Parklawn Drive by reconfiguring the approach from a left-turn/thru lane &amp; thru/right-turn lane to an exclusive left-turn lane and a thru/right-turn lane.</p> <p>Modify the traffic signal installation and timing on the north-south approaches of Parklawn Drive from split to concurrent signal phasing.</p>
Wilgus East Property	<p>Contribute to DPWT's CIP Project to construct Montrose Parkway.</p> <p>Contribute to DPWT's CIP Project 509995 - Conference Center Intersection Improvements, to construct a right-turn lane on eastbound Montrose Road at Rockville Pike.</p>
Traville	<p>Provide a 3rd SB left-turn lane at Darnestown Rd and Great Seneca Hwy</p> <p>Participate in spur road at Darnestown Road and Shady Grove Road</p> <p>Provide a 3rd SB left-turn lane at West Montgomery Ave and Research Blvd</p> <p>Provide a 3rd WB through lane at MD28 and ramp from SB I-270</p> <p>Provide a 3rd WB through lane at West Montgomery Ave and Nelson Street</p> <p>Provide a 2nd SB left-turn lane at Key West Ave and Great Seneca Hwy</p> <p>Provide a 2nd WB left-turn lane &amp; a 3rd WB through lane at Key West Avenue and Shady Grove Road</p> <p>Provide a 2nd SB left-turn lane and a WB free right-turn lane at Shady Grove Road and Research Blvds.</p>
Part of Thomas Farm	<p>Provide a second EB left turn lane on Key West Avenue at Great Seneca Hwy.</p> <p>Provide a 3rd SB left turn lane on Great Seneca Hwy at Sam Eig Hwy</p>
Martens Property	<p>Provide a 2nd NB thru lane on MD355 at Brink Road</p> <p>Provide a left-turn lane on NB MD 355 at Old Baltimore Rd and a separate right-turn lane on EB Old Baltimore Rd at MD 355.</p>
White Flint Place	<p>Contribute to Montgomery County CIP Project 509995, Conference Center</p> <p>Enter into agreement MCDPWT to participate in North Bethesda TMD</p>
Montgomery County Conference Center	<p>Contribute to Montgomery County CIP Project 509995, Conference Center, which includes improvements required as a condition of its zoning to Rockville Pike at Nicholson Lane, Rockville Pike at Old Georgetown Road, Rockville Pike at Montrose/Randolph Road, Old Georgetown Road and Nicholson/Tilden Lane, Montrose Road at Farm Haven Drive, Montrose Road at Tildenwood Drive, Rockville Pike at Rollins Avenue/Twinbrook Parkway, Randolph Road at Parklawn Drive and Rockville Pike at Tuckerman Lane.</p>



## Appendix 9: Treatment of Subdivisions for Which a Finding of Adequate Public Facilities Has Expired

### Adequate Public Facilities Reviews of Recorded Properties

A current ("timely and valid") finding of adequate public facilities (APF) is required for a building permit application to be approved. A recorded property may not have a current finding of adequate public facilities if the property is covered by a preliminary plan of subdivision approved more than 12 years ago. In some cases, the APF finding of a recorded property may expire in as little as four years after subdivision approval.

Adequate public facilities reviews are conducted by the staff of the Department of Park and Planning and approved by the Montgomery County Planning Board. Owners of recorded properties that require a new finding of adequate public facilities must apply for a building permit for their property in order to trigger an APF review by the Department and Board. An owner need not apply for building permits for the entire property to trigger the APF review; an APF review for the entire property will be conducted even if the building permit application covers only a portion of the property. The APF review will be treated in the same manner as a preliminary plan amendment (although focusing solely on the issue of adequate public facilities), using the same form and requiring the payment of the appropriate amendment fee. The definition of "entire property" is the same as that defined as "all land at one location" in the Planning Board's *Local Area Transportation Review Guidelines*.

The validity of the finding on the entire property will be conditioned upon the receipt and use of the building permit, the application for which triggered the APF review, within 18 months of the finding of adequate public facilities by the Planning Board. If the initial building permit application covers only a portion of the property, the time limit of the finding of adequate public facilities for the balance of the property will be determined by the Montgomery County Planning Board at the time of APF review and will be no less than five and no more than 12 years.

### *APF Reviews in Policy Areas With Available Staging Ceiling*

If there is sufficient available staging ceiling capacity in the property's policy area to accommodate the project, the property owner will trigger the APF process with a building permit application. Owners of properties for which a traffic study is required should submit the traffic study as part of the building permit application. If a traffic study is not required, the owner must submit a statement summarizing the size and type of development to support the assertion that the project will generate fewer than 50 peak hour trips. The staff of the Department of Park and Planning will provide applicants with the information necessary to determine if a traffic study is required; and if a study is required, staff will provide the guidelines and other information necessary to complete the traffic study.

***APF Reviews in Policy Areas Without Available Staging Ceiling***

If there is not sufficient available staging ceiling capacity in the property's policy area to accommodate the project, the owner of the property may be eligible to meet his project's APF requirements through one of the Annual Growth Policy's provisions for Ceiling Flexibility, or one of the AGP's Alternative Review Procedures or Special Provisions. If this is the case, and the owner wishes to pursue approval under one of these provisions, the owner will follow the same procedures as if there were available capacity in the property's policy area, except that he will be required to meet any additional conditions imposed by the AGP procedure.

If there is not sufficient available staging ceiling capacity in the property's policy area to accommodate the project, the owner of the project may wish to enter his project into the queue of pending development to receive staging ceiling on a first-come, first-served basis when it becomes available. The owner of a recorded lot may enter his project into the queue of pending development if he submits a request in writing to M-NCPPC. The request must identify the size (in jobs and/or housing units) and type of development in his request. The APF review will be treated in the same manner as a preliminary plan amendment (although focusing solely on the issue of adequate public facilities), using the same form and requiring the payment of the appropriate amendment fee. When capacity becomes available, M-NCPPC will notify the owner. The owner must then promptly apply for a building permit in order to trigger the required APF review. The requirements for timely action by the property owner of a project in the queue of pending development are detailed in the Annual Growth Policy section entitled "Expiration of Queue Date." These include the requirements for

requesting background data for, and submitting a completed, traffic study.

***APF Reviews for Recorded Lots Requiring a Site Plan***

Recorded lots for which there is not a current APF finding, and which require a site plan, may request that the Planning Board test for adequate public facilities at site plan, rather than at building permit. An APF finding at site plan will be conditioned upon a building permit application and commencement of construction within 18 months of the approval of the site plan. If such application is not made, or construction has not commenced, a new APF test will be applied at building permit.

***"Loophole" Properties Approved Prior to July 25, 2001***

Former "loophole" properties that received APF approval prior to July 25, 2001 may proceed to building permit without further APF review as long as their APF finding remains valid.

***Determining if a Finding of Adequate Public Facilities is Timely and Valid***

***Non-Residential Development***

According to County Code Section 50-20B(4), if a preliminary plan of subdivision for non-residential development was approved, and plat recorded prior to July 25, 1989, the APF finding is no longer valid unless an extension has been granted.

In general, for non-residential subdivisions approved between July 25, 1989 and November 1, 1999, the time limit for a finding of adequate public facilities is 12 years. The 12-year time limit is conditioned upon the timely recordation of plats (usually within 37 months of preliminary plan approval), and may also have been subject to other conditions.

On November 1, 1999, the Planning Board was granted the authority to vary the time limit of a finding of adequate public facilities on a case-by-case basis. The time limit may vary from a minimum of 5 years to a maximum of 12 years. The Board opinion for a preliminary plan states the time limit for a subdivision's APF finding.

Unless the Planning Board has extended the validity period for a finding of adequate public facilities, the APF finding automatically expires at the end of its time limit. There are no automatic extensions; an applicant must request an extension and the Planning Board must approve the extension during a regularly-scheduled public work session. Extension requests must be filed prior to the expiration date of the APF finding.

Extensions may be granted by the Planning Board if a project is more than 40 percent complete and at least 10 percent of the project was completed in previous 4 years; or, if 60 percent complete, at least 5 percent of the project was completed in previous four years. Other conditions apply.

Table A-10, which follows, lists non-residential subdivisions approved prior to July 15, 1990.

### ***Residential Development***

#### ***Residential Projects Approved Prior to July 25, 1989***

According to County Code Section 50-20B(4), if a preliminary plan of subdivision for residential development was approved, and plat recorded prior to July 25, 1989, an APF test is not required prior to the release of building permits for the development. In other words, whether the APF finding is "timely and valid" is not an issue because an APF finding is not required.

#### ***Residential Projects Approved on or after July 25, 1989***

If a preliminary plan of subdivision for residential development was approved, and plat recorded on or after July 25, 1989, the subdivision must have a *timely and valid* APF test prior to the release of building permits for the development. An APF test is timely and valid if:

- a. The validity period for the original APF test (performed at the time of the Planning Board's review of the preliminary plan of subdivision) has not yet been exceeded. Until November 1, 1999, the validity period was 12 years; since then, validity periods vary according to the size of the subdivision (from a minimum of five years to a maximum of 12 years).
- b. If the original validity period has been exceeded, the APF finding may still be valid if the project is at least 50% built and the applicant has filed a letter with the Department of Park and Planning providing a completion date for the project. For residential projects approved between July 25, 1989 and July 15, 1990, the letter must be filed on or before July 15, 2002. Thereafter, the letter must be filed prior to the expiration of the finding of adequate public facilities.

Table A-9, which follows, lists residential subdivisions that were approved prior to January 1, 1990.

TABLE A-9

RESIDENTIAL SUBDIVISIONS APPROVED PRIOR TO JANUARY 1, 1990

Preliminary Plan Number	Sewer Authoriz. Number	Year Approved	Number Single Detached	Number Town House	Number Multi-Family	Total Approved	Total Remaining (as of 1/1/2001)	PROJECT NAME
<b>ASPEN HILL</b>								
185242	NS	870625	5	0	0	5	5	5 JAMES O'CONNOR PROPERTY
186148	898157A	881013	6	0	0	6	6	3 EVAN COURT
187006		900621	29	46	135	181	181	94 LONGMEAD PHASE V-C & V17A
187135	887709A	871210	12	0	0	12	12	1 HAMMOND SUBDIVISION
187143	NS	871022	4	0	0	4	4	1 MUDD PROPERTY
188049	898231A	881110	6	0	0	6	6	4 HAMMOND
188175	897959A	881016	11	2	0	13	13	4 HAMMOND SECTION 5
188218		890323	2	0	0	2	2	4 BUICE PROPERTY
188287		890413	1	0	0	1	1	1 GAYFIELD ESTATES
188295		890601	2	0	0	2	2	1 GAYFIELDS
189093		890713	28	0	0	28	28	2 KIMBLE ADDT. TO LAYHILL VILL.
189153		890621	8	0	0	8	8	28 LEGEND KNOLLS
188105	898172A	881110	6	0	0	6	6	1 LAYHILL VILLAGE
188129	897921A	880804	120	46	600	806	806	2 HOMECREST
1877032	866839A	85	120	46	600	806	806	430 LEISURE WORLD
<b>Total</b>			<b>120</b>	<b>46</b>	<b>735</b>	<b>901</b>	<b>901</b>	<b>581</b>
<b>BETHESDA CBD</b>								
183159	NS	851204	0	0	123	123	123	23 SUNNYSIDE BETHESDA
<b>TOTAL</b>			<b>0</b>	<b>0</b>	<b>123</b>	<b>123</b>	<b>123</b>	<b>23</b>
<b>BETHESDA/CHEVY CHASE</b>								
188106		880623	1	0	0	1	1	1 BROOKMONT
188243		881123	1	0	0	1	1	1 BROOKMONT
188199		881102	1	0	0	1	1	1 CRESTVIEW
188296		890518	1	0	0	1	1	1 CRESTVIEW
186276	NS	870219	1	0	0	1	1	1 NAT'L CHATAUQUA OF GLEN ECHO
189052		890601	26	0	0	26	26	1 NAT'L CHATAUQUA OF GLEN ECHO
187242	887734L	880414	44	0	0	44	44	10 MERRIMACK PROPERTY
188212	887705A	881208	13	0	0	13	13	23 RANNOCH ROAD PROPERTY
187189	NS	871022	3	0	0	3	3	7 LEMM PROPERTY
186085	877173	860529	3	0	0	3	3	2 BARNES PROPERTY
187166	NS	880331	3	0	0	3	3	1 KEFAUVER TRACT
187252	897994A	880105	48	0	0	48	48	16 RIVER OAKS
189062		890601	5	0	0	5	5	3 WINTERBERRY
186035	NS	860501	4	0	0	4	4	1 OLDS PROPERTY
188209	908436A	881215	3	0	0	3	3	1 KENWOOD-SECTION 2
185259	877095A	880526	54	0	240	294	294	95 BELL PROPERTY
186222	NS	870312	7	0	0	7	7	7 POKS HILL PARCELE
189112		891214	37	0	0	37	37	6 SPRUCE TREE

TABLE A-9

RESIDENTIAL SUBDIVISIONS APPROVED PRIOR TO JANUARY 1, 1990

Preliminary Plan Number	Sewer Authoriz. Number	Year Approved	Number Single Detached	Number Town House	Number Multi-Family	Total Approved	Total Remaining (as of 1/1/2001)	PROJECT NAME
189117		891214	2			2	2	2 CHADWICK PROPERTY
188232		890209	1			1	1	1 CHEVY CHASE SECTION 3
187140	898331L	880616	12			12	1	1 ALTIMONT PROPERTY
188107		880623	1			1	1	1 ROCK CREEK ESTATES
TOTAL			208	61	240	509	183	
<b>CLARKSBURG</b>								
183090	SEP	851114	22	0	0	22	1	1 BRINK MEADOW SECTION 1
TOTAL			22	0	0	22	1	
<b>CLOVERLY</b>								
188157		881102	4			4	4	1 NORWOOD
184089		890615	2			2	2	2 CLOVERLY AREA
187044	NS	870507	2	0	0	2	2	2 SPANGLER PROPERTY (good hope estates)
189080		890615	3			3	3	1 BRIGGS CHANEY ESTATES
186082	305067	870226	5	0	0	5	5	2 ROLLING STONE
187099	NS	880317	3			3	3	1 ZUGHAI B PROPERTY
187176	NS	880211	1			1	1	1 NORTH SHERWOOD FOREST
188174	898159A	890323	5			5	5	1 SALINS PROPERTY
TOTAL			25	0	0	25	11	
<b>DAMASCUS</b>								
182075	846034A	821028		25		25	25	3 DAMASCUS VALLEY PARK
184264	SEP	870716	3	0	0	3	3	3 EARL QUADE PROPERTY
186032		891207	1			1	1	1 HAINES ADD'N. TO DAMASCUS
188109		880714	1			1	1	1 BANNER PROPERTY
TOTAL			5	25	0	30	8	
<b>DERWOOD</b>								
187026	NS	87	1	0	0	1	1	1 CASHELL ESTATES
TOTAL			1	0	0	1	1	
<b>FAIRLAND/WHITE OAK</b>								
187196	887793A	880225	5	0	0	5	5	1 SPRINGBROOK VILLAGE
187232	887793A	880225	4	0	0	4	4	4 SPRINGBROOK VILLAGE
186179	877378A	870205	4	0	0	4	4	1 SPRINGWOOD
187096		881013	1			1	1	1 SPRINGBROOK ESTATES
183019	846203A	830602	8			8	8	6 BUCKLEY VENETIAN FARMS
183121	845977A	831013	5			5	5	1 WOODLAWN TERRACE
186172	NS	861002	2	0	0	2	2	2 MARLOW FARM
188001		880407	1			1	1	1 HILL PROPERTY
188120		880811	3			3	3	1 CALVERTON
184232	856566A	850214		24		24	24	24 SILVERWOOD

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RESIDENTIAL SUBDIVISIONS APPROVED PRIOR TO JANUARY 1, 1990

Preliminary Plan Number	Sewer Authoriz. Number	Year Approved	Number Single Detached	Number Town House	Number Multi-Family	Total Approved	Total Remaining (as of 1/1/2001)	PROJECT NAME
185139	918975L	890719	7	35		42	27	BOND PROPERTY
185148	918975L	890719	3	28		31	14	REBOLD PROPERTY
188116	898170L	880804	5			5	3	VALLEY STREAM ESTATES
188153	898176A	881006	5			5	5	SILVERWOOD
188223		890914	4			4	1	INSLEY PROPERTY
188242		890209	5			5	5	BRIGGS CHANEY ROAD PROPERTY
189077		891019	5			5	4	VALLEY STREAM ESTATES
188008		880811	1			1	1	ROLLING ACRES
184164	825272A	850110	4			4	2	VALLEY VIEW
187215		880922	2			2	2	FAIRLAND FARMS
188161		881123			117	117	117	LIBERTY GROVE
188238	898074A	890302	5			5	1	DUVALL FARMS
188292		890316	1			1	1	GREENAN PROPERTY
189176		891130	1			1	1	BURTONSVILLE
189095		890719	1			1	1	VIC. BURTONSVILLE
TOTAL			82	87	117	286	227	
<b>FRIENDSHIP HEIGHTS</b>								
881082	S PLAN	880324	0	0	581	581	171	SOMERSET HOUSE
TOTAL			0	0	581	581	171	
<b>GERMANTOWN WEST</b>								
187115	NS	870716	1	0	0	1	1	LIBERTY HEIGHTS
188284	897957A	890419	2			2	2	CYROUS KHALILIAN
TOTAL			3	0	0	3	3	
<b>KENSINGTON/WHEATON</b>								
181177	825501A	820114	3			3	3	DAWN VILLAGE
188143	846234A	880707	4			4	2	NORTHWOOD VILLAGE
185186	NS	851204	2	0	0	2	2	ORANGE'S SUBDIVISION
186272	NS	870702	0	31	0	31	15	ARCOLA AVE. PROPERTY
188091	887822L	890209	40			40	11	HERBERT PROPERTY (Markwood)
187001	887444L	870716	49	0	0	49	8	FOGGY GLEN
188150		881006	3			3	3	MONTGOMERY HIGHLAND ESTATES
188262		890302	2			2	2	CONNECTICUT GARDENS
189013		890706	1			1	1	KENSINGTON HEIGHTS
189088		890928	21			21	21	KENSINGTON ORCHIDS
188081		890514	10			10	6	BRUNSWICK WOODS
189071		890622	6			6	3	FOREST GLEN KNOLLS
186155	NS	860811	2	0	0	2	1	HERMITAGE FOREST
187250		880616	1			1	1	LUTES SUBDIVISION
189186		891012	1			1	1	WALLACE SUBDIVISION
TOTAL			145	31	0	176	79	



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RESIDENTIAL SUBDIVISIONS APPROVED PRIOR TO JANUARY 1, 1990

Preliminary Plan Number	Sewer Authoriz. Number	Year Approved	Number Single Detached	Number Town House	Number Multi-Family	Total Approved	Total Remaining (as of 1/1/2001)	PROJECT NAME
<b>MONTGOMERY VILLAGE/AIRPARK</b>								
185226	835896A	871002		178		178		6 FLOWER HILL SECTION 7
185229	NS	860417	2	0	0	2		1 DONALDSON PROPERTY
188033		890525	2			2		2 FARNSWORTH PROPERTY
188047	898264A	890105	8			8		4 QUAIL VALLEY
189038		890615	4			4		4 ETHEL JONES TRACT
185012	NS	871002	67	194		261		11 HADLEY FARMS SECS.5,6,7
186095	SEP	870115	5	0	0	5		1 GOSHEN ESTATES LOTS 3-7,BLK.W
187057		880623	2			2		2 FULKS PROPERTY
187137	NS	881029	70	10	0	80		19 GOSHEN CLUSTERS
189096		891102	11			11		9 BENSON PROPERTY
187153	898068A	880421	18			18		2 MONTGOMERY VILLAGE SEC. I-B
TOTAL			189	382	0	571	61	
<b>NORTH POTOMAC</b>								
188076	898066A	900510	66	42		108		28 CONKLIN-WARD PROPERTY
188190	898307A	890216	336	219		555		122 PINEY GLEN VILLAGE
185016	887422A	860327	10	0	0	10		6 QUINCE ORCHARD KNOLLS,COOKS AD
186284	887708A	881027	44	0	0	44		6 HEALD PROPERTY
188318		890416	2			2		1 LAMARI PROPERTY
188337		890720	3			3		3 DORIS STRONG
TOTAL			461	261	0	722	166	
<b>OLNEY</b>								
186271	877321A	870402	36	0	0	36		4 NORBECK ESTATES
187238	887836L	880331	2			2		1 BROOKE MANOR ESTATES
189183		891330	2			2		2 MCCAFFREY PROPERTY
185100		890119	1			1		1 FATO PROPERTY
185254	SEP	860529	3	0	0	3		1 ANSCROFT
187267	908742A	891214	12			12		8 STAPE ESTATES
186232	887616A	871018	18			18		3 VREDENBURGH PROPERTY
187178	949971L	891021	261	245		506		288 BARNISLEY TRACT (BARNISLEY MANOR ESTATES
184032		890115	10			10		3 DELLABROOKE FOREST
185032	NS	881006	13	0	0	13		4 BROOKEVILLE FARMS
186104	877254L	891023	242	191	0	433		111 HALLOWELL
188035		890727	4			4		4 HOOD'S SUBDIVISION
TOTAL			604	436	0	1040	430	
<b>POTOMAC</b>								
187246	898237A	880915	31			31		16 PERSIMMON TREE
188312		890720	3			3		1 CLEWERWALL
184104	856468A	890910	523	322		845		47 AVENEL
186061	887804L	870923	32	54		86		21 RIVER FALLS
187071	NS	870917	2			2		1 BROOKS HALOTA PROPERTY
188069	897962A	881123	6			6		1 POTOMAC RANCH

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RESIDENTIAL SUBDIVISIONS APPROVED PRIOR TO JANUARY 1, 1990

Preliminary Plan Number	Sewer Authoriz. Number	Year Approved	Number Single Detached	Number Town House	Number Multi-Family	Total Approved	Total Remaining (as of 1/1/2001)	PROJECT NAME
188077	908440A	890511	38			38		13 POTOMAC MANOR
188078	906441A	890511	12			12		6 POTOMAC MANORS
180091	SEP	850425	2	0	0	2		2 CHRISTY PROPERTY
181175	NS	820401	35			35		7 PART OF MCAULEY PARK
187089	887751A	880211	0	14	0	14		7 POTOMAC VILLAGE (POTOMAC MEWS)
187105	NS	871015	19	0	0	19		9 MORAN PROPERTY
187211		880929	3			3		3 FALCONHURST
187253	898265A	880121	1	0	0	1		1 STEIN PROPERTY
188104		880811	1			1		1 HURLEY PROPERTY
188140		881013	4			4		1 BRADLEY FARMS
189073		890810	2			2		1 FALCONHURST
185117	NS	850718	2	0	0	2		1 JAMES LEWIS RESIDENCE
186277	NS	870514	1	0	0	1		1 HANES SUBDIVISION
188144		880714	1			1		1 HAMILTON FARMS
187005	897899L	880421	32	131	24	187		39 LCDR TRACT
186164	877279A	861204	3	0	0	3		1 BLENHEIM
186198	887515A	870326	9			9		3 CKF & SONS PROPERTY (KENTSDALE ESTATES)
188066	887767A	880428	3			3		3 LITTLE FARMS
186226	683081A	870212	3	0	0	3		2 GLEN OAKS
187228	NS	880225	2	0	0	2		2 GLEN MILL VILLAGE
184071	898361A	890313	3			3		1 NORTH GLEN HILLS
186077		881222	1			1		1 H. BURNWORTH PROPERTY
188164	898206A	890316	24			24		1 GEWIRZ PROPERTY
TOTAL			798	521	24	1343	194	
<b>R &amp; D VILLAGE</b>								
188187	898308L	890216	443	280		723		249 THE WILLOWS OF POTOMAC
188208	908475L	891009	87		533	620		273 WASHINGTONIAN CNTR - PHASE 2 (Chase Grove I
TOTAL			530	280	533	1343	522	
<b>SILVER SPRING/TAKOMA PARK</b>								
188310		890313	4			4		1 WOODSIDE PARK
189059		890907	2			2		2 WOODSIDE
186112	NS	860911	2	0	0	2		1 WOODSIDE PARK
187223	NS	880107	1	0	0	1		1 WOODSIDE PARK
189108		890928	2			2		1 GRACE CHURCH
187209	NS	871210	14	0	0	14		3 RUETH PROPERTY
188108		880602	1			1		1 CRESCENT HILLS
189107		890914	1			1		1 B.F. GILBERT'S ADDITION
187152	897911A	871022	0	11	0	11		1 NEW HAMPSHIRE ESTATES
TOTAL			27	11	0	38	12	

TABLE A-9

RESIDENTIAL SUBDIVISIONS APPROVED PRIOR TO JANUARY 1, 1990

Preliminary Plan Number	Sewer Authoriz. Number	Year Approved	Number Single Detached	Number Town House	Number Multi-Family	Total Approved	Total Remaining (as of 1/1/2001)	PROJECT NAME
<b>RURAL AREAS</b>								
180010	NS	830303	2	0	0	2	2	2 PICKETTS ADD TO BIRMINGHAM MANOR
184216	NS	870517	9	0	0	9	9	7 DUBIT TRACT
188339	941129A	891019	10	0	0	10	10	10 WEST LAUREL ACRES
185010	NS	860724	6	0	0	6	6	6 BISHOP PROPERTY
188163	898407A	890706	12	0	0	12	12	8 BROWN PROPERTY
189178		890921	1	0	0	1	1	1 EDNOR VIEW
183040	SEP	831013	3	0	0	3	3	1 FORNATORA SUBDIVISION
184043	SEP	860109	9	0	0	9	9	2 MANNING PROPERTY
187269		890206	3	0	0	3	3	2 CHRISTIE PROPERTY
188009		890518	3	0	0	3	3	3 KERR PROPERTY
182036	SEP	830106	5	0	0	5	5	2 LADUE ASHTON
187216	NS	880225	3	0	0	3	3	2 COLUMBIA COMUS
186094	NS	870430	3	0	0	3	3	1 ROYLANCE ADDN. TO HORIZON HILL
189054		890615	1	0	0	1	1	1 GLEN MILL KNOLLS
183013	SEP	840628	25	0	0	25	25	11 GUREVICH PROPERTY
183045	846080A	831201	14	0	0	14	14	4 MCLEAN ESTATES
185066	SEP	870709	22	0	0	22	22	22 CORCORAN PROPERTY
186056	898015A	880714	21	0	0	21	21	13 ELMHIRST PROPERTY (BEALLMONT GROVE)
186249	919015A	890928	27	0	0	27	27	23 GREAT ELM FARM
188043	898119A	890406	22	0	0	22	22	19 ARDNAVE FARM (Potomac Hunt Acres)
186017	SEP	861106	5	0	0	5	5	5 SNYDERS GRANT
186023		890727	3	0	0	3	3	3 KEELER PROPERTY
186133	898030A	870709	17	0	0	17	17	10 MCINERNEY PROPERTY
188068	897916A	881102	79	0	0	79	79	48 MERRY GO ROUND
188297	898404A	890615	18	0	0	18	18	3 ESWORTHY
182159	SEP	860116	2	0	0	2	2	1 VERSAILLES LOTS 2-5
187021	NS	880310	3	0	0	3	3	3 VERSAILLES
185090	SEP	860612	20	0	0	20	20	10 CASEY PROPERTY
186050	NS	870723	26	0	0	26	26	2 POOLE PROPERTY
187054	NS	880204	3	0	0	3	3	2 BEALLMOUNT GROVE
188094		890112	133	0	0	133	133	49 PALATINE IN POTOMAC
181060	SEP	830127	8	0	0	8	8	1 AVERY VILLAGE
186002	SEP	860811	3	0	0	3	3	2 CLOVER FARM
186227		890112	7	0	0	7	7	1 AVERY FOREST
187086		891012	20	0	0	20	20	14 FRYE PROPERTY (AVERY PARK)
179279	SEP	840926	14	0	0	14	14	6 BOWIE MILL ESTATES
184059	867871A	861204	5	0	0	5	5	1 MUNCASTER MILL VIEW
180111	SEP	830106	10	0	0	10	10	3 WEST OLNEY
180227	SEP	830106	80	0	0	80	80	39 BEANE PROPERTY (ROLLING KNOLLS)
181147	SEP	830106	6	0	0	6	6	3 MUNCASTER MANOR
186287	929527A	890329	10	0	0	10	10	5 ROSEWOOD ESTATES (SOUTHVIEW)
187072		890921	8	0	0	8	8	6 GRANBY WOODS
187236	NS	880218	4	0	0	4	4	2 GRANBY FARM
188030		890716	19	0	0	19	19	10 BROOKE GROVE

TABLE A-9

RESIDENTIAL SUBDIVISIONS APPROVED PRIOR TO JANUARY 1, 1990

Preliminary Plan Number	Sewer Authoriz. Number	Year Approved	Number		Number Multi-Family	Total Approved	Total Remaining (as of 1/1/2001)	PROJECT NAME
			Number Single Detached	Number Town House				
188169	898023A	890810	51			51		-34 BROWN PROPERTY-SECT.3B
188038	SEP	880908	3	0	0	3		3 BOWIE MILL PARK
183199	SEP	850207	3	0	0	3		1 STANLEY PROPERTY
187028	NS	870604	1	0	0	1		1 SUNSHINE ACRES
186267		890413	2			2		2 NASH PROPERTY PARCELS 7 & 8
187023	NS	870423	1	0	0	1		1 NASH PROPERTY
187059	NS	871022	1	0	0	1		1 NASH PROPERTY - PARCEL 5
187081		881013	1			1		1 DUTTONS SUBDIVISION
188149		890907	3			3		2 DORSEY PROPERTY
186057	NS	880602	10	0	0	10		3 GRIFFITH PROPERTY
179269	SEP	841011	13	0	0	13		8 FINLANDIA
185057	SEP	851114	4	0	0	4		3 SENECA OVERLOOK
186039	NS	891102	26	0	0	26		4 WOODFIELD
186248		890810	1			1		1 WELSH'S ADDN. TO WOODFIELD
187027		891102	33			33		29 LAMB PROPERTY/WOODFIELD
187102		881208	4			4		4 GARFIELD MANOR
187278		890622	2			2		2 HAWKINS LIMITED PART.
186039		891102	5			5		3 WOODFIELD
182045	SEP	830526	3	0	0	3		3 GOSHEN ESTATES, LOT 5 BLK. K
183127	SEP	840329	7	0	0	7		3 LAYTON RIDGE, BUFFINGTONS ADDN
185195	SEP	860423	6	0	0	6		3 BURNHAM HILLS
186020	NS	870423	7	0	0	7		1 KAHLER PROPERTY (GOSHEN ESTATES)
187241		890928	5			5		1 GOLDBERG PROPERTY (GOSHENS EDGE)
185064	SEP	890209	27	0	0	27		6 GOSHEN MANOR
187043	NS	880225	1	0	0	1		1 WATKINS PROPERTY
187061	NS	871119	5	0	0	5		5 WATKINS OVERLOOK
187083		881215	2			2		2 WINDFALL ACRES
187084		890608	2			2		2 WATKINS OVERLOOK
186059		880707	11			11		11 ELIZABETH MOORE PROF. MO-MAR
188282		890514	2			2		2 TRIPLE RANGE
184049	SEP	880615	30	0	0	30		5 HIGHLANDS OF DARNESTOWN
184275	SEP	850321	14	0	0	14		2 QUAIL RUN
186054	NS	871029	28	0	0	28		7 (HARTLEY HALL ESTATES)
186215	NS	861218	2	0	0	2		1 ANCIENT OAK WEST
187004	NS	870507	9	0	0	9		2 TRAVILAH ACRES
187058	NS	871210	3	0	0	3		1 SPRING MEADOWS ESTATES
188025		890418	10			10		4 QUAIL RUN
187025	NS	880310	1			1		1 DEAKINS RANGE
182006	SEP	841018	70	0	0	70		1 SPRING MEADOWS
182166	NS	821216	3			3		2 HARLOW SUBDIVISION
187266		881110	3			3		1 PLEASANT HILLS
188003		890316	7			7		1 KIDD PROPERTY
188042		890525	16			16		2 CAVIL PROPERTY
188220		890316	1			1		1 LYLES PROPERTY
188248		891130	1			1		1 JERUSALEM

TABLE A-9

RESIDENTIAL SUBDIVISIONS APPROVED PRIOR TO JANUARY 1, 1990

Preliminary Plan Number	Sewer Authoriz. Number	Year Approved	Number Single Detached	Number Town House	Number Multi-Family	Total Approved	Total Remaining (as of 1/1/2001)	PROJECT NAME
188272		891019	1			1	1	1 JERUSALEM
189067		890706	5			5	5	5 JERUSALEM
189184		891130	7			7	7	4 JONESVILLE SUBDIVISION
189074		890713	1			1	1	1 BIG WOODS ACRES
187212	NS	871210	1	0	0	1	1	1 HAZEN TRACT
188048		890525	5			5	5	5 HOWARD PROPERTY
186190	NS	870702	1	0	0	1	1	1 WADE ESTATES LOT 8
186207	NS	870806	2	0	0	2	2	2 GLEN CAMERON ESTATES
187069		890713	4			4	4	4 SECKINGER PROPERTY
188018		890119	1			1	1	1 ASHLEY ACRES
TOTAL			1172	0	0	1172	501	

TABLE A-10

NON-RESIDENTIAL SUBDIVISIONS APPROVED PRIOR TO JULY 15, 1990

Preliminary Plan Number	Sewer Authoriz. Number	Year Approved	General Land Use	Square Feet		Total Approved	Total Jobs Approved	Jobs Remaining (as of 1/1/2001)	PROJECT NAME
				Approved	Remaining (as of 1/1/2001)				
<b>Bethesda CBD</b>									
190120		900809	RETAIL	4,700	4,700		12		12 MILLER PROPERTY
190180		910221	RETAIL	4,700	4,700		12		12 MILLER PROPERTY
				9,400	9,400		24		24
<b>Bethesda/Chevy Chase</b>									
185202		860522	RETAIL	46,000	46,000		115		115 SUMNER
190141		900806	RETAIL	29,846	29,846		75		75 KENWOOD STATION
890070		910314	OTHER	31,665	31,665		63		63 AM. COLLEGE OF CARDIOLOGY ADD.
				107,511	107,511		253		253
<b>Clarksburg</b>									
187041	887721A	891214	OFFICE	1,000,000	712,738		3,915		3,328 Gateway 270 Corporate Park
				1,000,000	712,738		3,915		3,328
<b>Cloverly</b>									
188203		900125	OTHER	0	0		22		22 STRAWBRIDGE RUN
							22		22
<b>Damascus</b>									
189257		900719	RETAIL	22,625	22,625		1		1 DRUID THEATER
				22,625	22,625		1		1
<b>Derwood</b>									
188333		900412	WAREHOUSE	172,800	172,800		384		384 SROUR CENTER
188335	935797P	900412	OFFICE	249,600	249,600		777		777 DAY PROPERTY(Collier Ind Park)
189100		900412	OFFICE	104,500	104,500		325		325 DAY PROPERTY
189101		900412	OFFICE	104,000	20,000		137		137 DAY PROPERTY
				630,900	546,900		1,623		1,623
<b> Germantown East</b>									
187271		910207	OFFICE	1,050,000	970,660		3,949		3,949 MILESTONE INDUSTRIAL, RD. CLUB
190140		910207	RETAIL	40,000	14,280		100		36 MILESTON VILLAGE CENTER
188046		881215	RETAIL	1,800	1,800		5		5 MILES PROPERTY
189245		901213	RETAIL	23,640	20,560		55		55 CROSSROADS AT GERMANTOWN, REV 2/7/91
				1,115,440	1,007,300		4,108		4,044
<b>Kensington/Wheaton</b>									
190132		900906	WAREHOUSE	7,998	7,998		18		18 WARNER'S ADDITION
189223		900503	OTHER	7,990	7,990		16		16 GLENMONT MEWS ELDERLY HOUSING + DAY CARE
				15,988	15,988		34		34
<b>Montgomery Village/Airpark</b>									
186141		900322	INDUSTRIAL	30,000	30,000		67		67 CESSNA AVE., LOTS 24,25, & 26
				30,000	30,000		67		67
<b>North Bethesda</b>									
184140		860918	OFFICE	60,000	60,000		267		267 SHA BUILDING
				60,000	60,000		267		267

TABLE A-10

NON-RESIDENTIAL SUBDIVISIONS APPROVED PRIOR TO JULY 15, 1990

Preliminary Plan Number	Sewer Authoriz. Number	Year Approved	General Land Use	Square Feet		Total Approved	Total Jobs Approved	Jobs Remaining (as of 1/1/2001)	PROJECT NAME
				Approved	Remaining (as of 1/1/2001)				
<b>Olney</b>									
187161		900705	OFFICE	28,000	28,000	28,000	10	10	10 MELWOOD FARM, TREATMENT FACILITY
<b>Potomac</b>									
190233		910523	OFFICE	500	500	500	1	1	1 MASS. AVE., HIGHLANDS
<b>R &amp; D Village</b>									
190233		91/05/23	OTHER	4,195	4,195	4,195	8	8	8 FALLSGROVE COMMUNITY CENTER
<b>Silver Spring/Takoma Park</b>									
190034		900806	RETAIL	2,347	1,150	1,150	3	3	3 MONTGOMERY HILLS
<b>Rural Areas</b>									
188054		901011	OTHER				5	5	5 EMMANUEL SDA CHURCH
188323		900315	RETAIL	3,500	3,500	3,500	13	13	13 HYDE TRAVILAH
190128		901018	OFFICE	16,000	16,000	16,000	64	64	64 LAYTONIA - SEC. 4
188167		900308	OTHER	7,600	7,600	7,600	15	15	15 GIRL SCOUTS DC
191063		910627	OTHER				7	7	7 LION LANDSCAPING
190031		900806	OTHER	10,000	10,000	10,000	5	5	5 BARNESVILLE SCHOOL ADDITION
189032		910425	WAREHOUSE	15,520	15,520	15,520	37	37	37 BUCKLODGE TRACT, WAREHOUSE/OFFICE
190236		910425	OTHER	52,620	52,620	52,620	5	5	5 MINER PROPERTY, CHURCH
							151	151	





## Staff Contacts

### County Council Staff

Glenn Orlin, *Deputy Staff Director*  
Michael Faden, *Senior Legislative Attorney*

### County Executive Staff

Elizabeth Davison, *Director, Department of Housing and Community Affairs*  
Scott Reilly, *Assistant Chief Administrative Officer, Office of the County Executive*  
Keith Goodman, *Senior Planner, Planning Implementation Section of the Office of the County Executive*

Albert J. Genetti, *Director, Department of Public Works and Transportation*  
Edgar Gonzalez, *Director, Office of Project Development, Department of Public Works and Transportation*  
Jean Chait, *Senior Planning Specialist*

### Montgomery County Public Schools Staff

Dr. Jerry D. Weast, *Superintendent*  
Bruce Crispell, *Senior Planner*

### Montgomery County Department of Park & Planning

Charles R. Loehr, *Director*  
Joe Davis, *Chief, Development Review*  
John Carter, *Chief, Community-Based Planning*  
Jeffrey Zyontz, *Chief, Countywide Planning*  
Drew Dedrick, *Chief, Research & Technology Center*  
Richard Hawthorne, *Chief of Transportation Planning*  
Eric Graye, *Transportation Planning Supervisor*  
Ron Welke, *Transportation Planning Supervisor*  
Karl Moritz, *Research Manager*  
Sally Roman, *Research Supervisor*  
Margaret Kall-Ziegler, *Planner/Coordinator*  
Ed Axler, *Senior Transportation Planner*  
Janet Gregor, *Transportation Planner*  
Tom Harrington, *Transportation Planner*  
Mary Goodman, *Information Specialist*  
Ann Wallas, *Planning Intern*  
Robert Ewing, *Planning Intern*  
Patricia Epperly, *Administrative Aide*  
Charles Coleman, *Administrative Services*

For more information about the Annual Growth Policy,  
please contact Karl Moritz at 301-495-1312 or  
[karl.moritz@mncppc-mc.org](mailto:karl.moritz@mncppc-mc.org)

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Montgomery County Department of Park & Planning  
The Maryland-National Capital Park & Planning Commission  
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