

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

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September 1, 2005

Memorandum

To: Montgomery County Planning Board
From: Karl Moritz, Research & Technology Center, 301-495-1312
Re: Growth Policy Worksession 3: Approval Activity Under the New Growth Policy, Development Pressure on the Agricultural Reserve, and the Boundaries of the Grosvenor Policy Area

The Montgomery County Planning Board previously held worksessions on the 2005-2007 Growth Policy on July 14, 2005 and July 21, 2005. Those worksessions resulted in a set of recommendations transmitted to the Montgomery County Council on August 1, 2005 as the *Final Draft 2005-2007 Growth Policy*.

At the July 21, 2005 worksession, the Planning Board indicated that it would like to review several growth policy issues in the fall, prior to the County Council's growth policy public hearing. These issues included a discussion of development pressures on the agricultural reserve and a detailed analysis of approval activity under the new growth policy. The issues also included one raised by the Garrett Park Estates – White Flint North Citizens Association: a suggestion to change the boundary of the Grosvenor Policy Area.

The Planning Board also left the record open on the 2005-2007 Growth Policy until September 22, 2005.

1. Approval Activity Under the New Growth Policy

Attached is a separate memo outlining approval activity under the new growth policy. The analysis indicates that during the first year, a number of subdivisions were approved in areas that would have been in moratorium under the old policy. However, some of these projects could have been approved in these areas anyway, because the old growth policy had some procedures for approving development in moratorium areas.

As the memo notes, the question really isn't "what would have happened if the old policy remained in place?" This is because there was widespread agreement that

fundamental changes were needed to the old growth policy. However, there was widespread disagreement over what those fundamental changes should be.

- Park & Planning staff recommended a new and much simpler method for setting staging ceilings, but otherwise retaining much of the structure of the old Policy Area Transportation Review.
- The Planning Board recommended that the County use all of its traffic counts, transit service measurements, analysis of past and future growth, the likely pace of construction of new infrastructure, and other calculations to identify an overall pace of growth that the County could absorb without further strain on public facilities. Once that overall pace of growth was identified, a relatively simple formula would be used to allocate approvals to various areas of the County, based on such considerations as availability of transit.¹

One year's approval activity is insufficient, on its own, to validate or invalidate the new growth policy. Staff continues to believe that staging development on an area-wide basis has merit. Testing development for its impact on nearby intersections (Local Area Transportation Review) is important, but provides no real staging function (although LATR can put individual parcels into a kind of moratorium if nearby intersections are too congested).

Montgomery County is forecast to add over 90,000 housing units and 170,000 jobs in the next 30 years. This growth will increase the number of housing units in the County by more than one-quarter, and the number of jobs by almost one-third. This is a significant amount of additional development that will need to be supported with public facilities. These figures suggest to staff that the County has not yet reached the point that we do not need to stage development and public facilities.

In 2003, staff said that we believed that one consequence of eliminating policy area transportation review from the growth policy might be a greater reliance on staging in master plans. If this turn out to be the case, the County could be exchanging one form of staging for another. Staging elements in master plans have the benefit of being tailored to the specific requirements of that area, but there are also benefits to having a consistent countywide policy regarding the staging of development.

2. Growth Pressure in the Agricultural Reserve

Montgomery County celebrates the 25th anniversary of the agricultural reserve the year. The 90,000 acres of the agricultural reserve are intended to help maintain a vital farming economy within the County and to preserve agricultural and open space for the enjoyment of current and future generations.

¹ Staff notes that the Planning Board recommended an initial approval rate of 1 percent. Approvals in the first year of the new policy represented a 3 percent growth in jobs and 1.4 percent growth in housing.

Although the County has instituted a variety of innovative and much-copied programs to address development pressures on the agricultural reserve, those pressures continue to be a threat. Among the reasons:

- As the rest of the metropolitan area continues to grow, most locations within the agricultural reserve are within acceptable commuting distances for many homebuyers.
- The high proportion of agricultural and open space in the agricultural reserve make it a highly desirable place to live.
- Land available for single-family detached housing, particularly on larger lots, is becoming scarce in the County.

Development Trends in the Agricultural Reserve

This section reviews development activity in the agricultural reserve. Residential development activity, in particular, is increasing, and growth is forecast to continue.

In reviewing development activity in the agricultural reserve, staff looked at two different areas:

- the 90,000 acres of land zoned RDT (Rural Density Transfer),
- a larger area covered by the all of the planning or policy areas considered “rural.”

The following page in this report contains data showing recent approval and building permit activity on the RDT-zoned land. The data show that the pace of single-family housing approvals, which had averaged 13 units a year from 2000 through 2003, reached 41 units in 2004 and 27 units in the first half of 2005 (theoretically, a yearly rate of 52 units a year).

Housing can still be constructed on over 32,000 acres of the 90,000-acre agricultural reserve. The Residential Capacity Estimate indicates that 1,775 housing units can be constructed on RDT-zoned land. The current number of houses on land zoned RDT is about 3,300, of which about half were constructed after the TDR program went into effect.

There are several other indicators of a relatively high pace of development activity that include:

- In “rural” planning areas² of the County, the Planning Board approved 240 housing units in FY05, a 48 percent increase over the 162 units approved in FY04.

² Bennett, Darnestown, Dickerson, Goshen, Lower Seneca, Martinsburg, Patuxent, Poolesville, Travilah, and Upper Rock Creek

RDT Plan and Building Permit Data

New Construction - Jan. 1, 2000 to June 27, 2005		2000	2001	2002	2003	2004	2005
Preliminary Plans approved with Single Family Detached	24	2	6	2	4	5	5
<i>Number of SFD lots</i>	120	7	27	10	8	41	27
Preliminary Plans approved with Churches	3	2	0	0	1	0	0
Preliminary Plans approved with Commercial	3	0	0	1	2	0	0
Total Preliminary Plans approved in RDT	30	4	6	3	7	5	5
Residential Single Family Dwelling building permits issued	237	50	58	39	54	31	5
Residential Modular building permits issued	19	4	3	5	4	3	0
Residential Trailer building permits issued	1	0	0	0	1	0	0
Total Residential building permits issued	257	54	61	44	59	34	5
Commercial building permits other than Church issued <i>(Storage, Trailer, Mercantile, Business)</i>	23	5	5	6	5	2	0
Golf Course	4						
Cemetery	5						
Telephone	3						
Landscape Contractor	2						
Recycling Facility	2						
Sales Trailer	1						
Private School	1						
Private Club	2						
Agricultural Use <i>Farm Equipment Sales, Orchard, Private Owner</i>	3						
Commercial Church building permits issued	4	0	1	0	1	1	1
Total Commercial building permits issued	27	5	6	6	6	3	1

- In rural planning areas, development completed in the past three years totaled more than 1.26 million square feet of commercial space and 1,660 housing units. The largest of these completed projects were in the Travilah area.
 - Commercial: **2003:** 157,472 sf **2004:** 1,073,336 sf **2005:** 31,053
 - Residential: **2003:** 392 units **2004:** 733units **2005:** 539 units
- In rural *policy* areas (roughly equivalent to rural *planning* areas), the Montgomery County Department of Park and Planning forecasts the following pace of growth:
 - 2000-2005: 1,605 new units
 - 2005-2010: 1,395 new units
 - 2010-2015: 965 new units
 - 2015-2020: 530 new units
 - 2020-2025: 290 new units
 - 2025-2030: 170 new units
- The overall additional forecast of housing units in rural policy areas between 2000 and 2030: almost 5,000 units. These are divided among the following areas:
 - Darnestown/Travilah: 22 percent
 - Goshen: 24 percent
 - Patuxent: 26 percent
 - Poolesville: 12 percent
 - Rock Creek: 16 percent.
- Forecast growth would be a 31 percent increase over the current number of housing units in these rural policy areas.

Land Use/Regulatory Initiatives Related to Agricultural Reserve

The County is engaged in a variety of initiatives to address issues affecting the agricultural reserve.³ These include, but are not limited to:

- Transfer of Development Rights issues, including “Super TDRs,” “percentage TDRs,” child lot provisions, minimum TDR use requirements, and afforestation requirements in TDR receiving areas, use of TDRs in commercial and mixed use zones, and other TDR receiving sites issues.
- Permitted development (and related issues) in agriculture zones, including day camps, horticultural nurseries, public institutions, landscape contractors, and mulch manufacture, as well as issues related to private roads and septic systems.

³ Issues compiled by Judy Daniel, Community-Based Planning.

- Issues of subdivision of RDT-zoned land, including rights-of-way, septic system regulations and the Master Plan, tenant housing and TDR policy, guidelines for agricultural conservation design, and environmental requirements for residual farms after minor subdivision.
- Issues of subdivision in rural and rural cluster zones, including the implications of allowing 1 bonus lot per 5 lots with conservation design (recommended by TDR Task Force), the possibility of allowing clustering by right, evaluating potential for sewer and higher-density TDR receiving sites at edges of these zones adjoining developed areas, and evaluate “automatic” TDR program, similar to MPDU program.
- Economics and marketing of farming: Explore opportunities to increase/support the viability of farming as a profitable enterprise in the agricultural reserve, such as marketing assistance, tax breaks for entrepreneurial operations, indirect subsidies for sustainable production methods.

Role of Mound Septic Systems in the Development of Agricultural Reserve

Mound septic systems, or sand mounds, are used in areas that have soil conditions that are not suitable for tank septic systems. As a result, permitting the widespread use of mound septic systems can increase the number and location of sites that can be developed. Since much of the agricultural reserve is outside the sewer envelope, permitted septic system technology is directly related to the issue of development pressure in the agricultural reserve.

Staff has not been able to quantify the potential impact of mound septic systems in the agricultural reserve, but will be prepared to discuss the issue with the Board at the worksession on September 22.

Typically, the growth policy and the adequate public facilities ordinance address wastewater treatment issues by looking at sewerage facilities, but the Planning Board may wish to request that the County Council address the sand mound issue because of its potential impact on the pace of growth. Among the alternatives that the Planning Board may consider:

- Requesting that the County Council restrict the use of mound septic systems, or sand mounds, to the replacement of failing septic systems serving existing buildings, and/or
- Requesting that the County Council halt subdivision approvals in the agricultural reserve until the impact of widespread use of mound septic systems is evaluated, including the impact on the goals of the Agricultural and Open Space Master Plan.

3. Grosvenor Policy Area Boundary

At the July 21, 2005 Planning Board worksession on the Montgomery County Growth Policy, the Garrett Park Estates – White Flint North Citizens’ Association made the following recommendation:

“We recommend adjusting the northern boundary of the Grosvenor Metro Station Policy area on the east side of Rockville Pike, and suggest moving the boundary from Strathmore Ave. southward to Tuckerman Lane. This would not affect Strathmore Hall but would be consistent both with the continuing emphasis on residential development at the ASHA property and the emphasis on mixed-use development in Metro Station policy areas.”

The Planning Board indicated that it expected to review growth policy issues in the fall prior to the Council’s growth policy public hearing and that it could address this request at that time.

Current Boundary

The current Grosvenor policy area boundary is shown on the following page. It is roughly arrowhead-shaped and generally follows the boundaries for Grosvenor sector plan area in the North Bethesda Master Plan. Several years ago, the boundary was adjusted to include residential development on the Georgetown Prep site. The Planning Board and County Council concluded that the boundary change was anticipated by the master plan and needed to implement the intent of the plan.

Purpose of Metro Station Policy Areas

Metro station policy areas were created to facilitate planned development near high-quality transit by

- reducing or eliminating the growth policy’s traffic tests as a barrier to “smart growth;” and
- reducing impact taxes on development near transit.

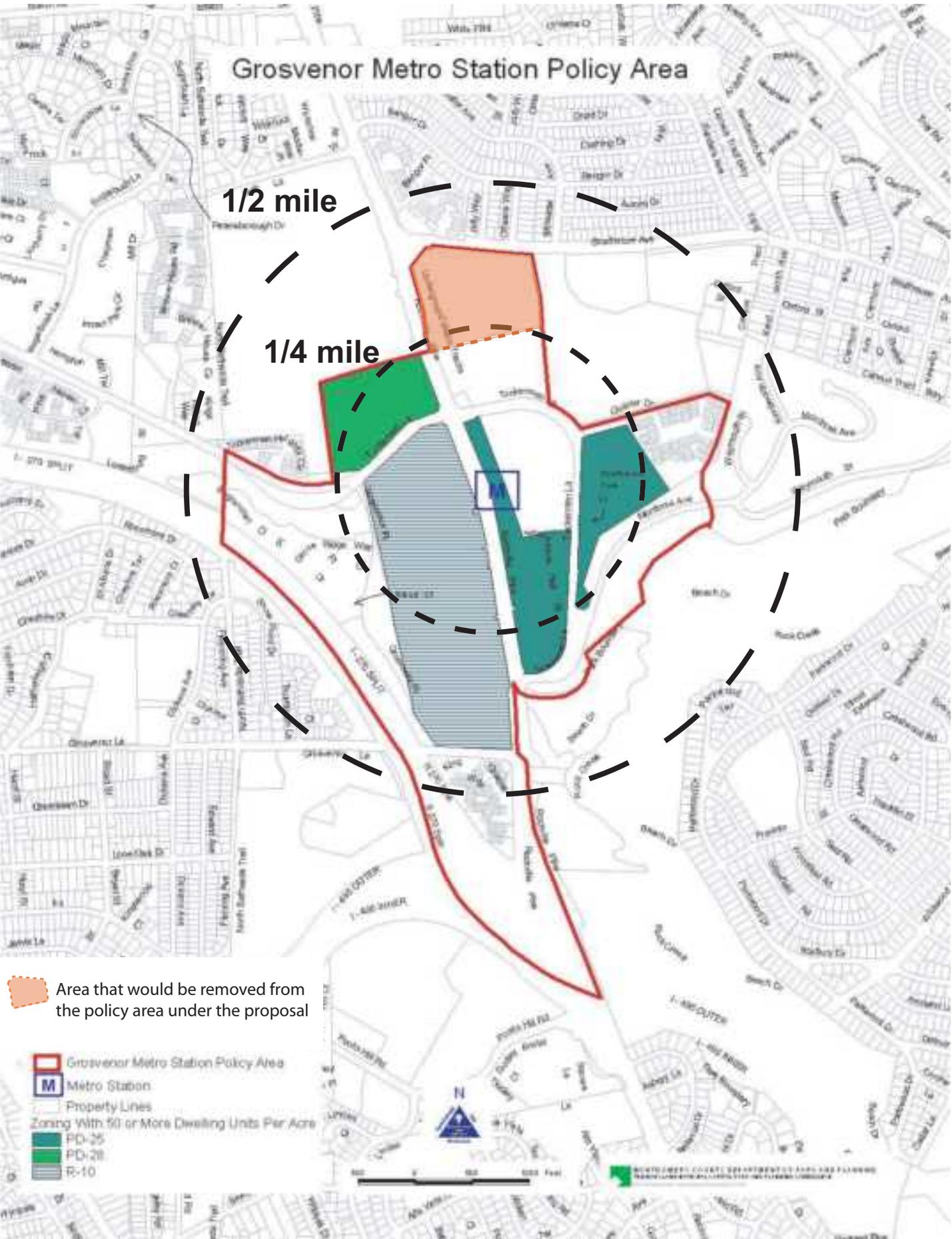
The growth policy’s traffic test, Local Area Transportation Review (LATR), is much less stringent in Metro station policy areas than in other parts of the County. The intersection congestion standard within or on the edge of a Metro station policy area is 1800 CLV.⁴ Additionally, development projects have the option of using the Alternative Review Procedure for Metro Station Policy Areas, which permits developers to meet LATR conditions by making a payment toward transportation infrastructure and mitigating 50 percent of the project’s automobile trips.

⁴ The intersection congestion standard on North Bethesda – surrounding the Grosvenor Policy Area – is 1550 CLV.

Grosvenor Metro Station Policy Area

1/2 mile

1/4 mile



 Area that would be removed from the policy area under the proposal

-  Grosvenor Metro Station Policy Area
-  Metro Station
-  Property Lines
- Zoning With 50 or More Dwelling Units Per Acre
-  PD-25
-  PD-28
-  R-10



Impact taxes in Metro station policy areas are one-half of the rate in the surrounding parts of the County.

The justification for treating development near Metro stations differently from other development projects is that:

- while development near Metro adds to nearby traffic congestion, development near Metro generates fewer automobile trips than development in other parts of the County;
- greater auto congestion may be permitted near Metro stations because travelers have a high-quality alternative to the automobile; and
- concentrating development near Metro allows the County to take full advantage of the considerable investment in Metro.

Effect of the Proposed Change in the Grosvenor Policy Area Boundary

The proposed change would remove the portion of the policy area north of Tuckerman Lane and east of MD 355. All of this area is within ¼ mile of the *edge* of the Grosvenor Metro Station property, but the ASHA property is just beyond ¼ mile from the station *entrance*, so actual walking distance from most parts of the ASHA property are just over ¼ mile.

In addition to the ASHA property, the proposed change would also include the County-owned property where Strathmore Hall is located.

The effect of the proposed change would be to:

- Change the congestion standard for the Rockville Pike/Strathmore Avenue intersection and the Strathmore Avenue/Jolly Way intersection from 1800 CLV to 1550 CLV.
- Make the ASHA property and Strathmore Hall properties ineligible for the Alternative Review Procedure for Metro Station Policy Areas.
- Double the impact tax on the ASHA property and Strathmore Hall properties.

Proposed Development on the ASHA Property

The ASHA property is proposed for residential development (“Symphony Park”) by Centex Homes. Park and Planning staff received and are in the process of reviewing a traffic study submitted by the applicant. According to the traffic study, the applicant proposes 112 housing units, of which 16 would be single-family detached and 96 would be townhouses.

The net new trips generated by the proposed development would be 12 in the AM peak hour and 42 in the PM peak hour. Because there is an existing office use on the site

that would be replaced by the housing development, the net increase in trips is lower than it would be if there were no existing use.

Three intersections are studied for the purposes of conducting Local Area Transportation Review:

- Rockville Pike/Strathmore Avenue, with a congestion standard of 1800
- Strathmore Avenue/Jolly Way, with a congestion standard of 1800, and
- Strathmore Avenue/Kenilworth Avenue, with a congestion standard of 1550.

According to the traffic study, the proposed project would not result in congestion at any of these intersections in excess of 1550 CLV. One intersection, Rockville Pike/Strathmore Avenue, would have a total future CLV of 1518.

Staff understands that the Board reviews traffic studies as part of a preliminary plan. We note this information only to give the Board guidance that the change in the Grosvenor policy area boundary does not appear to affect the outcome of Local Area Transportation Review for the proposed development on the ASHA property.

Implications of the Proposed Change

Staff's review indicates that the proposed boundary change does not appear to affect the results of Local Area Transportation Review for the ASHA property – the property with the last remaining major amount of potential development in the Grosevnor policy area.

Additionally, since it does not appear that the ASHA property would need to use the Alternative Review Procedure for Metro Station Policy Areas, the boundary change (which would keep the property from using the provision) does not affect that issue.

The main implications of the proposed change would be to reduce the congestion standards for two intersections: Rockville Pike/Strathmore Avenue and Strathmore Avenue/Jolly Way.

These more stringent congestion standards would likely affect the transportation reviews of development located “upstream” from the Grosvenor policy area, particularly in (and possibly near) the White Flint Policy Area.

Recommendations

Staff is not recommending that the Grosvenor policy area boundary be changed. Although the boundary has been changed in the past, staff has not identified a justification for this change to the boundary from the boundary in the sector plan. The change does not appear to affect development with the Grosvenor policy area, but could potentially affect the traffic requirements of development in the White Flint policy area.

Staff continues to support the goals of Metro station policy area, as recounted earlier in this memo. We believe that changing the boundary would undermine those goals.



September 1, 2005

Memorandum

To: Montgomery County Planning Board

From: Karl Moritz, Research & Technology Center, 301-495-1312

Re: Approvals Under the New Growth Policy

This memorandum reviews approval activity before and after the new growth policy went into effect on July 1, 2004. The memo begins with an overview of the 2003 growth policy discussion that resulted in the adoption of major changes to the growth policy. Then the memorandum makes a general comparison of approval activity before and after the new policy went into effect.

Finally, the memo reviews each subdivision in policy areas that would have been in moratorium and gives an overall estimate of the impact of that development on public facilities (transportation and schools).

History

In 2003, Montgomery County engaged in a top-to-bottom review of the Annual Growth Policy that resulted in substantial changes to the growth policy and to impact taxes. The changes included:

- *For transportation:* the elimination of Policy Area Transportation Review, the strengthening of Local Area Transportation Review, and an increase of development impact taxes for transportation.
- *For schools:* revisions to the school test that generally made the test more stringent, and the imposition of development impact taxes for schools for the first time.

This memo will briefly discuss issues that led the County Council in 2001 to call for a “top-to-bottom” review of the growth policy, the components of the top-to-bottom review, and some of the alternatives discussed during the 2003 growth policy review.

Policy Area Transportation Review – The Basic Process

From the 1980s until 2004, development approvals were staged in each subarea of the County (“policy area”). Every year, the Council would adopt limits on the amount of development that could be approved in each policy area, and these limits were called “staging ceilings.”

Although the calculation of staging ceilings was fairly complicated, it basically involved the following steps:

- A simple formula was used to determine how much auto congestion would be permitted in the policy area. The congestion level was based on the availability of transit service – the more transit available, the higher the permitted congestion level.
- A transportation model was used to determine how much development could be approved under permitted congestion levels (staging ceilings).
- If the Planning Board had already approved development equal to, or in excess of, the staging ceilings in a policy area, the policy area was put in moratorium for new approvals.¹
- When a new transportation improvement was funded, the staging ceilings could be increased.

2001: Updates to Staging Ceilings Reveals Some Methodology Problems

For the 2001 Growth Policy discussion, Park and Planning staff updated all of the data underlying the Policy Area Transportation Review process. These data included traffic counts and transit service. These data had not been comprehensively updated since 1994, when the latest method for setting staging ceilings was adopted.

Park and Planning staff updates resulted in very different staging ceilings in some areas. Some areas that were in moratorium would have been permitted to receive more approvals; some areas that had been open to new approvals would have gone into moratorium. As a result, public officials (including the County Council, County Executive, and Planning Board) looked closely at the methodology for calculating staging ceilings and decided a “top-to-bottom” review of the growth policy was needed.

The 1994 methodology made significant changes to the calculation of transit service levels. As noted, transit service levels are used to determine how much traffic congestion is permitted in a policy area. By 2001 it was clear that there were problems with the 1994 method for calculating transit service.

¹ Approvals could occur in “moratorium” areas under certain circumstances. These included: an applicant could provide the transportation facilities needed by the development, mitigate the effect of the development on traffic, or follow one of a set of special provisions, such as the Special Ceiling Allocation for Affordable Housing.

Prior to 1994, a much simpler method was used to relate auto congestion standards and transit service levels. One of the options that was explored in 2003 was a return to that simpler method.

Summer of 2002

During the summer of 2002, Park and Planning staff released a report entitled “Assessing the Effectiveness of Montgomery County’s Adequate Public Facilities Ordinance.” The report attempted to summarize the history of the APFO, issues that have been the subject of debate over time, and how these issues could be addressed during a “top-to-bottom” review of the AGP.

2003: The Top-to-Bottom Review Begins

In the period leading up to the start of the 2003 growth policy review, Park and Planning staff conducted research and analysis on growth policy issues. The resulting reports were presented to the Planning Board and County Council in February 2003. These reports consisted of:

- An update/revision of the summer 2002 paper, consisting of an in-depth review of growth policy-related issues and a list of alternative approaches that staff would explore in the *Staff Draft 2003-2005 AGP*;
- A review of how adequate public facilities ordinances are administered in other jurisdictions around the country;
- A review of the “effectiveness” of Policy Area Transportation Review in slowing development;
- A report of two growth policy “focus groups” designed to elicit concerns about the current approach;
- Impact of the AGP on traffic congestion; and
- Factors affecting school enrollment changes.

Park and Planning staff released the *Staff Draft 2003-2005 AGP* on May 1, 2003. Among the recommendations in the Staff Draft:

- *Transportation:* Staff explored three options for reforming Policy Area Transportation Review: (1) keeping the current system but fixing the main problem: how to calculate transit service; (2) change to a new and much simpler system for setting staging ceilings; and (3) eliminate Policy Area Transportation Review and strengthen Local Area Transportation Review. Of these, staff recommended option 2.
- *Schools:* Staff recommended the changes that were ultimately adopted by the County Council.
- *Impact taxes:* A bill to expand and increase impact taxes had previously been introduced and staff endorsed the basic properties of that bill.

2003: Planning Board Recommendations

On May 15, the Planning Board held a public forum on the growth policy and began a series of public worksessions that lasted through July. The Planning Board began by asking basic questions about growth and its implications for the County. The Board reviewed the County's plans and policies related to growth and developed a policy framework that would support those policies and plans.

Before this, the administration of the adequate public facilities ordinance was primarily focused on detailed measurements and standards of infrastructure availability and usage. These measurements and standards were adjusted from time to time to account for County policies. The result was a very complicated system with many individual calculations being conducted --- and, critics charged, not always adding up to a coherent growth policy for the County.

The Planning Board broke with tradition by suggesting that an APFO, once justified by sufficient objective analysis, could then be administered without a complicated system of measurements and standards that only a few people fully understood. The Board recommended that the County use all of its traffic counts, transit service measurements, analysis of past and future growth, the likely pace of construction of new infrastructure, and other calculations to identify an overall pace of growth that the County could absorb without further strain on public facilities. Once that overall pace of growth was identified, the Board suggested that a relatively simple process could be used to determine where new development could take place, as long as it was consistent with the County's General Plan and land use policies. The Board's approach prioritized development approvals based on transit service – more approvals would be permitted in metro areas, fewer in other areas.

The Planning Board also endorsed increased/expanded transportation impact taxes and a new school impact tax.

The Planning Board released these recommendations to the public and transmitted them to the County Council and County Executive on August 6, 2003.

2003: County Council Consideration

The County Council's review of the Annual Growth Policy began with a public "teach-in" on Saturday, September 13, 2003 in the Council Office Building cafeteria. The County Council then held public hearings on September 16 and 24. PHED Committee worksessions were held on September 22, 29, October 7 and 14. The MFP Committee held a worksession on proposed impact taxes on October 16. The full Council held AGP and impact tax worksessions on October 21 and 23.

During the Council's review, Council staff expressed the viewpoint that "staging ceilings are no longer warranted." Among the reasons cited in their October 21, 2003 memo to the Council:

- Staging ceilings measure the capacity of roadway links, but “today the biggest source of travel delay is at intersections, which is measured by Local Area Transportation Review” and
- “Most important, with the possible exception of Clarksburg, no policy areas are left with extensive amounts of master planned development that doesn’t already exist or is in the pipeline. Therefore, there is not much more upstream/downstream effect about which to be concerned. Even Clarksburg is not a central issue: its employment will draw traffic mainly from either outside the County or in a reverse commute from downcounty, and most of its housing will be built as part of development districts.”

The County Council took action on the growth policy on October 28, 2003. Attached is a detailed review of the changes to the growth policy approved by the Council. The changes to the impact tax went into effect on March 1, 2004 and the new growth policy went into effect on July 1, 2004.

Summary of Approval Activity

The following section compares development approval activity in Fiscal Year 2005 (July 1, 2004 to June 30, 2005) to Fiscal Year 2004. FY 2005 is the first full year that the revised growth policy was in effect, and FY2004 was the last full year that the former growth policy was in effect. The data do not include approvals in the cities of Rockville and Gaithersburg because the growth policy does not apply in those municipalities.

During FY05, 4,388 housing units were approved by the Planning Board, compared with 6,514 units approved by the Board in FY04. Year-to-year comparisons by unit type are difficult, however, because 1,600 of the units approved in FY2004 are in the Cabin Branch project on the west side of I-270 in Clarksburg. The unit mix for this project was not determined at the time of subdivision.

	<i>Detached</i>	<i>Townhouse</i>	<i>Multi-family</i>	<i>Total</i>
FY2005	1,249	813	2,262	4,388
FY2004	588	483	3,828	6,514 ²

Measured in jobs, the amount of non-residential development approved by the Planning Board in FY05 was also less than in FY04. The growth policy has traditionally measured non-residential development in “jobs” because it is a better measure of traffic impact than square footage. The Planning Board approved 14,644 jobs in FY05, down from 15,192 in FY04.

	<i>Jobs</i>	<i>Total SF</i>	<i>Office SF</i>
FY2005	14,644	4,298,859	1,850,698
FY2004	15,192	4,022,276	2,900,798

² The 6,514 figure includes the 1,600 housing units for which a unit mix has not been determined.

However, the square footage of non-residential development increased from FY04 to FY05. The disparity is because in FY05, there was a higher proportion of non-residential development approved that yields fewer jobs, such as warehouses, and a lower proportion of high job-generating land uses, such as office. In fact, the square footage of office space approved by the Planning Board dropped from 2.9 million square feet in FY04 to 1.85 million square feet in FY05.

Attached are lists of subdivisions approved in FY04 and FY05.

Policy Areas That Would Have Been In Moratorium If the Growth Policy Were Not Changed

In order to get some perspective on the effect of the changed growth policy, staff reviewed subdivisions approved in FY05 in policy areas that “would have been” in moratorium if the old growth policy had been continued.

This approach may provide the best understanding of the effect of the new policy but it is not without flaws. The main flaw is that the old policy’s staging ceilings were out of date. In staff’s view, it is probable that even if Policy Area Transportation Review had been retained, some fundamental aspect of the test would have been changed. Additionally, FY04 was not necessarily a typical year, because the volume of approvals was high and because programmed transportation improvements had reduced or eliminated some moratoriums. Finally, the applications for several FY05 approvals were filed prior to the July 1, 2004 effective date of the new growth policy and were therefore subject to the “old rules.”

The policy areas that would have been in moratorium in FY05 if the old policy had continued are listed below. The deficit is the amount by which existing and approved development exceeds the amount that can be supported by the transportation network. Also included are policy areas that had a very small amount of positive capacity.

- *Housing:* Aspen Hill, with a deficit of 7,215 housing units; Clarksburg, with a deficit of 6,628 units; Fairland/White Oak, with a deficit of 3,557 housing units; Germantown West, with a positive capacity of 161; Montgomery Village/Airpark, with a deficit of 5,524 units; Olney, with a positive capacity of 2 units; and White Flint, with a positive capacity of 1,233 units.
- *Jobs:* Bethesda/Chevy Chase, with a positive capacity of 57 jobs; Clarksburg, with a deficit of 811 jobs; Cloverly, with a deficit of 22 jobs, North Bethesda, with a positive capacity of 6 jobs; Montgomery Village/Airpark, with a positive capacity of 37 jobs, and R&D Village, with a deficit of 5,925 jobs.

Subdivision Approvals In Moratorium Areas

The following section reviews subdivision approval activity in areas that would have been in moratorium under the old growth policy.

Aspen Hill

Aspen Hill was in moratorium for new housing approvals because of a capacity deficit of 7,215 housing units. During FY04, the last year of the old growth policy, 3 housing units in two projects were approved in Aspen Hill.

In FY05, 14 units in two projects were approved. The smaller project consisted of 3 housing units and therefore could have been approved under the de minimis provisions of the old growth policy. The larger project, the “Atwood Road Property,” consists of 11 units, and it would not have been approved under the old policy.³

Bethesda/Chevy Chase

Bethesda/Chevy Chase had capacity for 57 jobs under the old policy. In FY04, there was one approval: 333 jobs at the Howard Hughes Medical Institute. In FY05, there were no non-residential approvals.

Clarksburg

Clarksburg was in moratorium for both housing and jobs under the old growth policy. Clarksburg’s deficits were 6,628 housing units and 811 jobs.

In FY04, the last year of the old growth policy, the Planning Board approved the Cabin Branch project which consists of 1,600 housing units and 6,300 jobs. The Cabin Branch project was approved despite the moratorium because the developer committed to provide the transportation improvements needed to support the development. The Board also approved three other projects totaling 126 housing units. One of the projects, a 4-unit subdivision, met the criteria for a de minimis approval. A Clarksburg elementary school was also added to the pipeline at this time (50 jobs) but was not subject to the adequate public facilities ordinance.

In FY05, there were no non-residential approvals in Clarksburg. Seven residential projects were approved, including a revision to the Clarksburg Village approval. These include 253 single family detached units in the Linthicum West project; 59 single family detached and 27 townhouses in the Woodcrest project; 11 single family detached units in the R.T. Shaffer project; 3 single-family detached units in the Radwick Lane project; 2 single-family detached units in the Lopatin project; and 2 single-family detached units in the Boyds Highlands project.

³ Developers in moratorium areas had the option of building required infrastructure or mitigating their trips. It is very unlikely that either option would have been feasible for an 11-unit subdivision in Aspen Hill.

Of these, the larger projects could have been approved under the old growth policy by joining a development district to fund transportation improvements. The projects smaller than 5 single-family units could have been approved under the de minimis provisions of the old growth policy. The mid-sized projects may not have been approved, unless they found a development district they could join.

Cloverly

Cloverly had capacity for 2 jobs under the old policy and there have been no non-residential approvals in Cloverly under the new policy.

Fairland/White Oak

Fairland/White Oak was in moratorium for new residential subdivisions with a deficit of 3,557 units. In FY04, there were ten subdivisions approved in Fairland/White Oak. All but one were de minimis, consisting of one or two units. The other project was a 27-unit townhouse subdivision that was approved because they entered into a trip mitigation program.

In FY05, the Planning Board approved twelve residential subdivisions in Fairland/White Oak totaling 611 units. One of these projects was the 396-unit Fairland Golf Community project. This project could have been approved under the old growth policy because of a special provision that had been in the growth policy resolution for approximately a decade. Therefore, this project was not subject to moratoriums even when moratoriums were in effect. Three of the FY05 approvals were for 1-unit subdivisions and these could also have been approved under the old policy. The rest of the subdivisions, totaling 212 units, would likely not have been approved unless the developer was able to mitigate their project's trips.

Germantown West

Germantown West had positive capacity for 161 housing units in the old growth policy. In FY04, there were 8 projects totaling 296 units approved in Germantown West.

In FY05, four projects totaling 261 units were approved. Because there was capacity for only 161, at least one of the approved projects would not have been approved under the old policy --- possibly the 102-unit Clopper's Mill Manor subdivision, but that project consists of senior multi-family housing. Senior housing has a reduced transportation impact.

Montgomery Village/Airpark

Under the old growth policy, Montgomery Village/Airpark had a very small amount of capacity for new non-residential subdivisions (37 jobs) and was in moratorium for new residential approvals with a deficit of 5,524 housing units. In FY04, there was one residential approval – the 203-unit Gables Rothbury Square that was approved under

the Special Ceiling Allocation for Affordable Housing. In FY04, there were also two non-residential approvals. One was for just 8 jobs, but the other (for 111 jobs) satisfied Policy Area Transportation Review by agreeing to participate in the widening of Woodfield Road (MD124).

In FY05, there were two residential projects approved, of which one was de minimis. The other was the 32-unit Whetstone Run project, which would not have been approved under the old policy unless the developer agreed to participate in a transportation improvement or to mitigate the project's trips.

In FY05, there was one non-residential project approved, the 3,723-job North Airpark Business Park project on the Webb Tract. This is a project that had been previously approved years ago but for which the APF finding had expired. The project's previous approval was conditioned upon the widening of Snouffer School Road, and the new approval also contained this condition. In other words, even though Policy Area Transportation Review was no longer in effect, the developer is required to make the same roadway improvement that he was required under his earlier approval.⁴ At least one of the reasons for this is that the preliminary plan application was filed prior to the new growth policy's effective date.

North Bethesda

North Bethesda had capacity for 6 jobs under the old growth policy. In FY04, non-residential approvals were two projects totaling 126 jobs.

In FY05, the Planning Board approved the Wilgus East project in North Bethesda, which consists of 952 jobs. Although North Bethesda did not have capacity for this project under the old policy, it would have been "approvable" anyway because it was eligible to use the old "pay-and-go" provisions of the growth policy. The Wilgus East project has a complex set of transportation requirements due to its location along the Montrose Parkway right-of-way.

Olney

Under the old growth policy, Olney had the capacity for 2 additional housing units. In FY04, there were five residential subdivisions approved in Olney totaling 136 units.

In FY05, there were also five subdivisions approved, this time totaling 29 units. Of these, three were de minimis and two were 12 units each. One of these is the Washington Christian Society and the housing is located on school grounds. Because this project's application was filed prior to the effective date of the new growth policy, Policy Area Transportation Review was applied and the applicant was required to mitigate trips.

⁴ In staff's presentation to the Planning Board on July 21, 2005, staff did not make it clear that the Policy Area Transportation Review requirements for this project were continued in the second approval.

R&D Village

The R&D Village policy area was in moratorium for new non-residential approvals in FY04. There was one approval, Shady Grove Adventist Hospital, for 407 jobs, which include a traffic mitigation requirement. There were no non-residential approvals in the R&D Village in FY05.

White Flint

The White Flint Policy Area had capacity for 1,233 housing units under the old growth policy. There was one residential approval in White Flint in FY04: the 235-unit White Flint Place.

In FY05, the North Bethesda Town Center project was approved. It consists of 1,350 housing units and 5,743 jobs. Although there was capacity for all of the jobs, there was capacity for only 1,233 of the 1,350 units. However, the Northern Bethesda Town Center project was approved under the Alternative Review Procedure for Metro Station Policy Areas. This option was available in both FY04 and FY05. Additionally, it requires the developer to mitigate 50 percent of the project's trips. That level of trip mitigation would likely have allowed the developer to meet Policy Area Transportation Review even without the Alternative Review Procedure.

Local Area Transportation Review

The new growth policy eliminates Policy Area Transportation Review but strengthens Local Area Transportation Review (LATR). LATR is more stringent in these ways:

- Intersection congestion standards are lowered by 50 CLV in all policy areas except Metro station policy areas. Transportation Planning staff estimates that of 30 traffic studies reviewed in FY05, six were affected by the lowered congestion standards – that is, staff believes that the required transportation improvement was either due to or changed because of the more stringent standard.
- The threshold for requiring LATR from 50 trips to 30 trips. In other words, projects that generate 30 trips are now required to submit a traffic study and may be required to mitigate trips, make transportation improvements, or make a payment equal to 50 percent of the impact tax. Transportation Planning staff estimates that of 30 traffic studies reviewed in FY05, three were for subdivisions generating 30-49 trips.
- The Planning Board may require larger subdivisions to test more distant intersections.
- Programmed transportation improvements are “countable” only if fully funded in the first four years of the CIP (rather than first 5 years, as in the past).

Summary of Approval Impacts

It is difficult to summarize the impact of the new growth policy because, as demonstrated above, many of the major projects approved in FY05 were either still subject to the old rules or took advantage of provisions that were available under the old rules. Overall, there were 1,323 housing units and 4,675 jobs approved in areas that would have been in moratorium under the old growth policy.

However, about one-third (510) of the housing units approved in FY05 in former moratorium areas were approved using the same rules as were available in the FY04 growth policy. This is either because the application was filed in FY04, or because the particular provision that they used was available in both FY04 and FY05⁵.

In addition, while two FY05 jobs (non-residential) projects were approved in areas that were in moratorium in FY04, both were approved using provisions that were in effect in FY04. The Airpark North Business Park (Webb Tract) project was filed prior to the new growth policy and was approved under the old growth policy's rules. As a result, that project was required to make a significant transportation improvement. The Wilgus East project was eligible for pay-and-go under the old policy and continued to be eligible after the new policy went into effect.

This means that the development approved in FY05 that would not have been approved under the "old" growth policy totals 813 housing units and no jobs. This translates into 670 evening peak-hour trips.

	Jobs	Housing Units	Trips
FY04 Approvals			
Total approved:	15,192	6,514	8,300
In moratorium areas:	6,707	1,925	3,560
FY05 Approvals			
Total approved:	14,644	4,388	7,800
In moratorium areas:	4,675	1,323	2,700
As a result of changed policy:	0	813	670

The 813 housing units that were approved under the new growth policy that would not have been approved under the old policy generate about 360 additional school students. No area of the County was in moratorium due to a failing school test in either the FY04 growth policy or the FY05 growth policy.

⁵ These provisions include the de minimis provision, the Alternative Review Procedure for Metro Station Policy Areas, "pay-and-go," the Special Ceiling Allocation for Affordable Housing, and the special provision for golf course development projects.

**Summary of Actions Taken by the County Council
Related to the Annual Growth Policy (AGP) and Development Impact Taxes**

I. Annual Growth Policy

1. The changes to the AGP noted in this section take effect July 1, 2004.
2. The Policy Area Transportation Review (PATR) Transportation Test is eliminated.
 - a. If a preliminary plan approved before July 1, 2004 is modified or withdrawn and replaced with a new application at the same location (or part of the same location) for approval or re-approval after July 1, 2004, the Planning Board must retain any transportation improvement required in the previously-approved plan.
 - b. Annual report on previous fiscal year's approval activity required. Report is from the Planning Board and is due September 15. Must be accompanied by a "prioritized list of road and intersection improvements based on current and projected congestion patterns and additional anticipated development." Must also address development trends that impact school enrollment.
3. The Local Area Transportation Review (LATR) Transportation Test is tightened.
 - a. Intersection congestion standards are tightened by 50 Critical Lane Volume (CLV) in all areas except Metro Station Policy Areas.
 - b. Projects that are fully funded in the first 4 years of the State or County capital improvements programs may be counted for capacity (instead of the first 5 years, as is the current practice).
 - c. Limited LATR applies to subdivisions generating 30-49 peak-hour vehicle trips. The Planning Board must either require the development to meet LATR requirements or, at the Board's discretion, allow the developer to pay a fee equal to 50% of the applicable impact tax.
 - d. The Planning Board has been given explicit authorization to require that larger subdivisions test more distant intersections.
 - e. The Planning Board has more latitude to reject proposed LATR improvements if the Board finds that the proposed improvements (such as additional turning lanes) are not desirable, will have a negative impact on pedestrians, etc. The Planning Board has explicit authorization to require trip mitigation instead of a physical improvement, even if the developer prefers to make a physical improvement.

- f. At the Planning Board's discretion, trip mitigation programs must be at least 12 years but no more than 15 years in duration.
 - g. Three more intersections are added to the list of intersections in the Potomac Policy Area that are subject to LATR.
- 4. The Alternative Review Procedures are modified.
 - a. The Metro Station Areas procedure only applies to LATR now. The fee has changed (now based on impact tax). The Planning Board is no longer required to perform Comprehensive LATR in policy areas where the procedure is used.
 - b. The Special Ceiling Allocation for Affordable Housing is eliminated.
 - c. The Corporate Headquarters procedure was eliminated, except that Lockheed Martin remains eligible to use it for expansion of their headquarters, if needed.
 - d. The Strategic Economic Development Projects procedure is retained, but the fee is changed (now based on impact tax).
- 5. The Development Districts process is unchanged, except that PATR will no longer be a basis for requiring transportation improvements.
- 6. The School Test is tightened.
 - a. The adequacy test (enrollment compared to capacity) is 100% at the high school level and 105% at the middle and elementary school levels. The test continues to look 5 years into the future.
 - b. There is no longer any "borrowing" at the elementary or middle school levels. At the high school level, capacity may be borrowed from one adjacent cluster if needed to meet the 100% standard.
 - c. If enrollment exceeds the standard, but is below 110%, the developer must make a "school facilities payment" to the County. The payment is \$12,500 per student, using the most recent student generation rates. Student generation varies by housing type.
 - d. If enrollment exceeds 110% of capacity at the elementary or middle school level, there is a moratorium on all new residential approvals except senior housing. The same is true at the high school level, except that the capacity borrowing provisions (see "b") apply.
 - e. There is no definitive way to predict which areas might go into moratorium because of schools. However, in FY 2005 no areas would go into moratorium, or be subject to the school facilities payment, if the

projects that add school capacity in the Superintendent's Recommended FY 2005-10 CIP are fully funded.

7. Certain issues are identified for further study.
 - a. The Planning Board must submit an AGP amendment to the County Council by February 1 on the topic of limiting "unmitigated" trips in Metro Station Policy Areas.
 - b. The Planning Board must review, and make recommendations to the County Council, on the time limits of a finding of adequate public facilities, including extension provisions. The AGP does not say when this review is due, but the Board and Council talked about doing it in 2004.
 - c. For the next AGP Policy Element, the Planning Board and relevant agencies must consider potential options for testing the adequacy of public safety facilities.
 - d. For the next AGP Policy Element, the Planning Board and relevant agencies must evaluate how Advance Transportation Management System improvements should be counted in LATR capacity calculations.
8. The Council will soon consider amendments the Growth Policy section of the County Code.
 - a. The Ceiling Element of the AGP would be eliminated.
 - b. The schedule for the biennial Policy Element would be changed. In odd-numbered years starting in 2005, the schedule would be as follows:

Staff Draft due by:	June 15
Planning Board recommendations due by:	August 1
Executive's recommendations due by:	September 15
Board of Education's recommendations due by:	October 1
WSSC's recommendations due by:	October 1
Council action due by:	November 15

II. Development Impact Taxes

1. The impact taxes go into effect for building permits applied for starting March 1, 2004.
2. The transportation impact tax structure is changed and its rates generally are raised.

- a. There are three transportation impact tax areas: Metro Station Policy Areas, Clarksburg, and everywhere else (the ‘General District’).
 - b. The new rates are shown in the attached table. Rates in Metro Station Policy Areas are half those in the General District. Rates in Clarksburg are 50% higher for residential development and 20% higher for commercial development than in the General District.
 - c. Affordable housing units are exempt from the tax. Formerly, all units in a development with a significant percentage of affordable units were exempt.
 - d. The rate for a productivity housing unit is half the otherwise applicable rate.
 - e. The tax does not apply in State-designated Enterprise Zones, of which there are currently two in Montgomery County: the Silver Spring and Wheaton Central Business Districts.
 - f. The new transportation impact tax is anticipated to raise about \$20 million annually. The revenue will be variable depending upon the residential and commercial construction activity, as well as the amount of impact tax credits drawn down in a given year.
 - g. The revenue collected in Clarksburg, Gaithersburg, and Rockville must be spent in the same area from which it is collected. Elsewhere, the revenue collected from a development should be spent on projects that serve the traffic generated by the development, if feasible.
 - h. There is a limited grandfather clause that is expected to allow four projects to pay the old rates: Fairfield development project in Germantown Town Center (residential portion), the Hecht’s site in Friendship Heights, White Flint Place (non-residential portion), and the Air Rights Building project in Bethesda CBD.
3. The credit provisions have been tightened prospectively.
- a. A developer can receive a dollar-for-dollar credit against his impact tax for transportation capacity improvements. Until now, if a developer has spent more for a transportation improvement than the calculated impact tax, not only would there be no impact taxes paid, but the developer could apply the ‘excess’ credit against the impact tax on a future development for which the developer owns at least a 30% interest. New ‘excess’ credits will no longer be applicable, although existing excess credit may still be applied.
 - b. A developer can receive a credit against the applicable impact tax for capacity improvements to County roads, but not to State roads (unless, in

Rockville or Gaithersburg, a Memorandum of Understanding between the City and County allows for a State road credit).

- c. Credits issued after March 1, 2004 expire after 6 years from the date of their issuance.
4. A new school impact tax on residential development is enacted.
- a. The base rates for single-family housing are \$8,000 for a detached unit and \$6,000 for an attached unit. For single-family units there is a surcharge of \$1 per square foot for each square foot of gross floor area above 4,500 square feet to a maximum of 8,500 square feet (gross floor area calculation includes basement). Therefore, the top rate for a single-family-detached unit is \$12,000 and the top rate for a single-family attached unit is \$10,000.
 - b. The rates for multi-family units are \$4,000 for a garden apartment (except 1-bedroom garden apartments) and \$1,600 for high-rise and 1-bedroom garden apartments.
 - c. The rate for senior housing units is zero.
 - d. Affordable housing units are exempt from the tax.
 - e. The rate for a productivity housing unit is half the otherwise applicable rate.
 - f. The school impact tax does not apply in State-designated Enterprise Zones, of which there are currently two in Montgomery County: the Silver Spring and Wheaton Central Business Districts.
 - g. The school impact tax is anticipated to raise about \$25 million annually. The revenue will be variable depending upon residential construction activity.
 - h. There is a limited grandfather clause. This clause is expected to allow three projects to be exempt: Fairfield development project in Germantown Town Center (residential portion), the Hecht's site in Friendship Heights, and the Air Rights Building project in the Bethesda Central Business District.
 - i. Revenue from the school impact tax must be used only for public school projects that add capacity: new schools, additional permanent classrooms, and the portion of modernizations that add permanent classrooms.

Impact Tax Rates Approved by the Montgomery County Council

Date of Action: October 28, 2003

Land Use	Transportation Impact Tax Rates			School Impact Tax Rates
	Clarksburg	Metro Station Areas	General (rest of County)	Base Rate Per Unit (see note 2)
Single-family detached	\$8,250	\$2,750	\$5,500	\$8,000
Single-family attached	\$6,750	\$2,250	\$4,500	\$6,000
Multi-family garden	\$5,250	\$1,750	\$3,500	\$4,000
Multi-family high-rise (see note 1)	\$3,750	\$1,250	\$2,500	\$1,600
Multi-family senior	\$1,500	\$500	\$1,000	\$0
Office	\$6.00	\$2.50	\$5.00	
Retail	\$5.40	\$2.25	\$4.50	
Industrial	\$3.00	\$1.25	\$2.50	
Bioscience	\$0.00	\$0.00	\$0.00	
Hospital	\$0.00	\$0.00	\$0.00	
Private school	\$0.50	\$0.20	\$0.40	
Place of worship	\$0.35	\$0.15	\$0.30	
Other non-residential	\$3.00	\$1.25	\$2.50	

Note 1: Includes units in buildings taller than 4 stories and any 1-bedroom garden apartment

Note 2: The school impact tax on single family units is increased by \$1 for each square foot of gross floor area that exceeds 4500 square feet up to 8500 square feet.

Note 3: Moderately-priced dwelling units are exempt from impact taxes.

Note 4: Productivity housing units pay the tax at 50% of the applicable rate.

Note 5: Impact taxes are not paid by development in enterprise zones (Silver Spring and Wheaton CBD policy areas)

Note 6: These impact tax rates go into effect March 1, 2004.

Local Area Transportation Review

Congestion Standards by Policy Area

adopted by the Montgomery County Council October 28, 2003

Critical Lane Volume Standard	Policy Area
1400	Rural areas
1450	Clarksburg Damascus Germantown East Germantown Town Center Germantown West Montgomery Village/Airpark
1475	Cloverly Derwood North Potomac Olney Potomac R & D Village
1500	Aspen Hill Fairland/White Oak
1550	North Bethesda
1600	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, Friendship Heights, and Silver Spring CBD have special LATR rules identified in their master plans or in the Annual Growth Policy.

FY 2005: Non-Residential Subdivisions Approved by the Planning Board

(Does not include approvals in Rockville or Gaithersburg)

Preliminary Plan	File Name	Policy Area	Total Sq. Ft.	Office Sq. Ft.	Retail Sq. Ft.	Ind./Whse. Sq. Ft.	Other Sq. Ft.	Jobs Added to Pipeline
104031	North Westland Building	Derwood	14,000					56
104074	Bauer Tract Parcel M	Derwood	10,341			10,341		23
S051	Day Care Center	Fairland/White Oak						6
104070	Hahnuri Baptist Church	Fairland/White Oak						5
102003	Germentown Gateway	Germentown Town Center	31,000	31,000				124
103075	Kensington Safeway	Kensington/Wheaton	30,940		30,940			77
105009	Warner's Addition	Kensington/Wheaton	21,600	3,700				55
104018	North Airpark Business Park	Montgomery Village/Airpark	1,229,525	310,870	405,405	17,900	513,250	3,723
199029R	Wigus East	North Bethesda	214,300	214,300				952
*104103	Travilah Quarry	North Potomac	35,000	35,000				140
*104055	Washington Christian Society	Olney						100
*104079	Won Buddhism	Olney			500,000			5
105018	Westfield Montgomery Mall	Potomac	500,000					1,250
100009	Armenian Youth Center	Rural-Darnestown/Travilah						5
S-2636	Falls Creek landscaping	Rural-Patuxent						239
S2626	Community Services for Autistic Adults & Children	Rural-Patuxent						48
SE2608	Calleva, Inc	Rural-Poolesville						10
WS954129	Warehouse	Rural-Rock Creek	10,000			10,000		22
MR-04818	WMATA-1	Shady Grove						75
104087	United Therapeutics Silver Spring Campus	Silver Spring CBD	132,625	107,828	16,000		8,434	604
189288A	Jordan & Smith's Addn to Silver Spring	Silver Spring CBD	1,742		1,742			4
MR04107-MCPS-1	Northeast Consortium Elementary School	Silver Spring/Takoma Park	147,660		3,750	143,910		50
804032	ezStorage	Silver Spring/Takoma Park						10
SE2621	Chesapeake Psychological Services of MD	Silver Spring/Takoma Park	371,000				371,000	5
199043B	Fisher's Place	Twinbrook	115,389				115,389	330
105017	Spring Lake Halpine (US Pharmacopeia)	Twinbrook	3,700		3,700			9
105021	Wheaton Forest	Wheaton CBD	1,430,037	1,148,000	202,037		80,000	5,657
*104049	North Bethesda Town Center	White Flint						
Total:			4,298,859	1,850,698	1,163,574	182,151	1,088,073	14,644

FY 2004: Residential Subdivisions Approved by the Planning Board

(Does not include approvals in Rockville or Gaithersburg)

Preliminary Plan	File Name	Policy Area	Single-Family	Town-house	Multi-Family	Total Units
103071	Kakar Property	Aspen Hill	1			1
102088	Allanwood	Aspen Hill	2			2
*103078	Woodmont Corner	Bethesda CBD			253	253
*104071	West Virginia Avenue	Bethesda CBD	4			4
*103100	Town at Rosedale Park	Bethesda CBD		6		6
104041	Arlington East	Bethesda CBD			180	180
804009	4933 Fairmont Avenue	Bethesda CBD			2	2
988694	Glen Echo Heights	Bethesda/Chevy Chase	1			1
*978529	Tulip Hill	Bethesda-Chevy Chase	1			1
976821	Martin's Third Addition	Bethesda-Chevy Chase	1			1
*987829P	Kenwood Park	Bethesda-Chevy Chase	1			1
104005	Greenacres	Bethesda-Chevy Chase	2			2
104008	Glen Echo Heights (resubdivision)	Bethesda-Chevy Chase	1			1
*985826P	Glen Echo Heights	Bethesda-Chevy Chase	1			1
*103094	Glen Echo	Bethesda-Chevy Chase	1			1
986805	English Village	Bethesda-Chevy Chase	1			1
103081	Banockburn (resubdivision)	Bethesda-Chevy Chase	1			1
104014	American University Park (resubdivision)	Bethesda-Chevy Chase	1			1
103079	Watkins Property	Clarksburg	4			4
198009A	Highlands at Clarksburg	Clarksburg	43	8	-10	55
803002	Clarksburg Village	Clarksburg	47	28	-8	67
*103110A	Cabin Branch	Clarksburg	--	--	--	1,600
980209	Spencerville	Cloverly	1			1
103101	Lucas Property	Cloverly	4			4
976809	Colesville Park	Cloverly	1			1
103069	Seneca Springs	Damascus	3			3
102111A	Four Chimney Estates	Derwood	1			1
103095	Summer Hill	Fairland/White Oak	3			3
103046	Springbrook Estates	Fairland/White Oak	4			4
*103077	Snowden's Mill	Fairland/White Oak	2			2
104007	Notley Acres	Fairland/White Oak	3			3
104038	Liberty Grove	Fairland/White Oak	2			2
*994571	Hollywood Park	Fairland/White Oak	1			1
982934	Hollywood	Fairland/White Oak	1			1
978019	Hardings	Fairland/White Oak	1			1
197033A	Harding Subdivision	Fairland/White Oak	1			1
103102	Greencastle Towns	Fairland/White Oak		27		27
*985796P	Drumalra Hills	Fairland/White Oak	1			1
*104020	Day Property	Fairland/White Oak		11		11
103091	Colesville Estates	Fairland/White Oak	1			1
979983		Fairland/White Oak	1			1
103067	Mary Boland Subdivision	Germantown East		45		45
104029	Eton Square	Germantown East	126			126
*104052	Liberty Mill	Germantown West	3			3
*104059	Liberty Heights	Germantown West		11		11
897007A/894031C	Kingsview Village	Germantown West			195	195
102084	Kingsview Village	Germantown West	4			4
103085	Kingsview Knolls	Germantown West	4			4
*188216R	Hoyles Mill Village	Germantown West	-32	95		63
*188216R	Hoyles Mill Village	Germantown West		15		15
989256		Germantown West	1			1
*978752	Wheaton Hills	Kensington/Wheaton	1			1
980424	Springbrook Forest	Kensington/Wheaton	1			1
984194P	Kensington View	Kensington/Wheaton	1			1
986591	Kensington View	Kensington/Wheaton	1			1
104065	Hermitage	Kensington/Wheaton	5			5
103093	Gray Estates (resubdivision)	Kensington/Wheaton	2			2
980248	Glenallen	Kensington/Wheaton	1			1
988628	Dresden	Kensington/Wheaton	1			1
104016	Gables Rothbury Square	Montgomery Village/Airpark			203	203
987155	Old Georgetown Estates	North Bethesda	1			1
986105	Old Georgetown Estates	North Bethesda	1			1
196004	Old Georgetown Estates	North Bethesda	1			1
160252A	Alexan Montrose Crossing Phase III	North Bethesda			80	80

FY 2004: Residential Subdivisions Approved by the Planning Board (Continued)

(Does not include approvals in Rockville or Gaithersburg)

Preliminary Plan	File Name	Policy Area	Single-Family	Town-house	Multi-Family	Total Units
103086	Potomac Country Corner	North Potomac		29		29
986082	Sycamore Acres	Olney	1			1
104002	Olney Manor	Olney			100	100
104011	Meadowsweet	Olney	32			32
989945	James Barnley Addition to Olney	Olney	1			1
*982595		Olney	1			1
982454	Willerburn Acres	Potomac	1			1
104042	The Quarry	Potomac	97			97
*988622P	Seven Locks Hills	Potomac	1			1
986400	Potomac Hills	Potomac	1			1
101066	North Glen Hills	Potomac	2			2
103106	Montco's Addition to Damascus	Potomac	2			2
104021	Giancola Quarry	Potomac	15	15		30
103029	Fortune Parc	Potomac		150	450	600
*103108	Charred Oak Estates	Potomac	1			1
*S-2597	Avalon Bay Communities	R&D Village			196	196
*101071	Seneca Highlands	Rural-Darnestown/Travilah	42			42
*193022	Seneca Highlands	Rural-Darnestown/Travilah	6			6
104023	Schmeisser Property	Rural-Darnestown/Travilah	1			1
104050	Potomac Preserve	Rural-Darnestown/Travilah	11			11
*986147P	Ferris	Rural-Darnestown/Travilah	1			1
*978539	Ferris	Rural-Darnestown/Travilah	1			1
104001A	Edwards Property	Rural-Darnestown/Travilah	1			1
199059	Callithea Ridge	Rural-Darnestown/Travilah	6			6
103080	Ancient Oak West	Rural-Darnestown/Travilah	3			3
103003	Ancient Oak West	Rural-Darnestown/Travilah	1			1
103109	Widow's Purchase, Lot 1	Rural-Goshen	1			1
*104045	White Property	Rural-Goshen	2			2
103053	Silver Crest	Rural-Goshen	3			3
104015	Park Place	Rural-Goshen	2			2
*197002	Marshall Property	Rural-Goshen	3			3
977998	Hyattstown	Rural-Goshen	1			1
*103097	Hill Property	Rural-Goshen	1			1
104043	Carl Property	Rural-Goshen	4			4
104048	Riding Stable Estate	Rural-Patuxent	2			2
103058	Bancroft North	Rural-Patuxent	7			7
104026	Kinzie Property	Rural-Poolesville	5			5
103103	Jamison Property	Rural-Poolesville	5			5
*103059	Baker Property	Rural-Poolesville	4			4
103096	18716 Jerusalem Church Road	Rural-Poolesville	1			1
103105	Griffith Property	Rural-Rock Creek	12			12
*102063A	Fraley Property	Rural-Rock Creek		32		32
804028	Williams and Willste Buiilding	Silver Spring CBD			135	135
104039	Silver Spring Gateway	Silver Spring CBD			471	471
*	Gramax Building	Silver Spring CBD			177	177
	Eastern Village	Silver Spring CBD			55	55
985797P	Woodside Park	Silver Spring/Takoma Park	1			1
982759	Smith's 3rd Addition to Silver Spring	Silver Spring/Takoma Park	1			1
*988129P	Sligo Park Hills	Silver Spring/Takoma Park	1			1
*982560	P&B Addition to Linden	Silver Spring/Takoma Park	1			1
982124	Montgomery Hills	Silver Spring/Takoma Park	1			1
104047	Buckingham Terrace	Silver Spring/Takoma Park		11		11
104013	B.F. Leighton's Addition to Woodside	Silver Spring/Takoma Park	1			1
977205	B F Gilbert's addn to Takoma Park	Silver Spring/Takoma Park	1			1
989315	B F Gilberts Addition to Takoma Park	Silver Spring/Takoma Park	1			1
104054	Twinbrook Commons	Twinbrook			1,114	1,114
101039	White Flint Place	White Flint			235	235
Total			588	483	3,828	6,514

FY 2004: Non-Residential Subdivisions Approved by the Planning Board

(Does not include approvals in Rockville or Gaithersburg)

Preliminary Plan	File Name	Policy Area	Total Sq. Ft.	Office Sq. Ft.	Retail Sq. Ft.	Ind./Whse. Sq. Ft.	Other Sq. Ft.	Jobs Added to Pipeline
104017	Bethesda View	Bethesda CBD	44,000		44,000			111
*103078	Woodmont Corner	Bethesda CBD	18,808		18,808			47
104041	Arlington East	Bethesda CBD	14,200		14,200			36
804009	4933 Fairmont Avenue	Bethesda CBD	2,625	1,489	1,091			10
*104071	West Virginia Avenue	Bethesda CBD	2,994		2,994			8
*103110A	Howard Hughes Medical Institute Cabin Branch	Bethesda/Chevy Chase Clarksburg	75,000 1,620,000	75,000 1,500,000	120,000			333 6,300
184246A	Clarksburg elementary school	Clarksburg						50
MR 03604-MVA-1	Prop World Headquarters-7th Day Adventist Ch MVA Branch Office	Fairland/White Oak Fairland/White Oak	350,000 15,000	350,000 15,000	1,400			1,400 60
101010A	Burnt Mills Shopping Center	Fairland/White Oak	11,392		11,392			28
198037B	Middlebrook	Germantown East	19,409		10,880		8,529	44
102068	Fairfield at Germantown	Germantown Town Center						472
*885066A	Germantown Commons	Germantown Town Center	26,015		26,015			104
*100088A	Pita Subdivision	Germantown Town Center	3,062		3,062			3
802013	Northwest elementary school no. 7	Germantown West						50
*104077	Middlebrook Industrial Park A Cat Clinic	Germantown West Germantown West	4,200 50,000			50,000	4,200	33 8
978047	Montgomery County Airpark	Montgomery Village/Airpark						111
801003A	Montgomery County Airpark	Montgomery Village/Airpark						8
100007	Washington Rockville Industrial Park	North Bethesda						123
804016	Wildwood Manor Shopping Center	North Bethesda	609	609				3
*103083	Barnsley's Addition to Olney	Olney	2,500	2,500				10
103029	Fortune Parc	Potomac	850,000	820,000	30,000			3,356
899024A	Shady Grove Adventist Hospital	R&D Village	203,262				203,262	407
101049	Montgomery Airpark Business Center	Rural-Rock Creek						19
SRW-04002	United Therapeutics	Silver Spring CBD	40,000	20,000			40,000	114
*103082	Silver Spring Innovation Center	Silver Spring CBD	20,000	20,000				89
104054	Orchard Avenue Office	Silver Spring-Takoma Park	4,000	4,000				23
*104025	Twinbrook Commons	Twinbrook	140,000		140,000			350
	Westfield Shoppington	Wheaton CBD	275,000		275,000			688
	Woodglen Commons	White Flint	230,200	112,200	118,000			794
Total:			4,022,276	2,900,798	815,442	50,000	255,991	15,192

FY 2005: Residential Subdivisions Approved by the Planning Board

(Does not include approvals in Rockville or Gaithersburg)

Preliminary Plan	File Name	Policy Area	Single-Family	Town-house	Multi-Family	Total Units
*104056	Atwood Road Property	Aspen Hill	11			11
*104072	Twin Valley Lane	Aspen Hill	3			3
104090	Fellowship Meadows	Bethesda/Chevy Chase	2			2
*105035	Chevy Chase Section 8	Bethesda/Chevy Chase	2			2
WS1006605	Cabin John Park	Bethesda/Chevy Chase	1			1
104062	Longwood Resubdivision	Bethesda/Chevy Chase	1			1
WS1005005	Sligo Park Hills	Bethesda/Chevy Chase	1			1
WS1003947	Chevy Chase Village	Bethesda/Chevy Chase	1			1
WS1010459	Bannockburn	Bethesda/Chevy Chase	1			1
105075	Alta Vista (resubdivision)	Bethesda/Chevy Chase	1			1
105072	Chevy Chase, Section 5	Bethesda/Chevy Chase	1			1
WS996716	Locust Ridge	Bethesda/Chevy Chase	1			1
WS998536	Woodhaven	Bethesda/Chevy Chase	1			1
104032	Chevy Chase(resubdivision)	Bethesda/Chevy Chase	1			1
105003	Linthicum West Property	Clarksburg	253			253
*104019	Woodcrest	Clarksburg	59	27		86
*101030A	Clarksburg Village	Clarksburg		64		64
*104051	R.T. Schaffer	Clarksburg	11			11
*104061	Radwick Lane Property	Clarksburg	3			3
104012	Lopatin Property	Clarksburg	2			2
104088	Boyds Highlands	Clarksburg	2			2
104100	Hill Property	Cloverly	9			9
104027	Briarcliff Meadows North	Cloverly	9			9
104036	Briarcliff Meadows South	Cloverly	8			8
105015	Nottingham	Cloverly	6			6
WS1007243	Hampshire Hamlet	Cloverly	1			1
WS1007241	Hampshire Hamlet	Cloverly	1			1
104086	Snowden Manor	Cloverly	1			1
104098	Baum Property	Damascus		48		48
104080	Damascus Hills	Damascus	30			30
105043	Damascus Hill	Damascus	2			2
WS1007858	Welsh's Addition to Woodfield	Damascus	1			1
*102022	Casey Property at Mill Creek	Derwood	92	92		184
*105028	Cator Property	Derwood	3			3
WS1002525	Washington Grove	Derwood	1			1
*105020	Fairland Golf Community	Fairland/White Oak	346	50		396
105001	Fairland View	Fairland/White Oak		73		73
871011A	Woodlake	Fairland/White Oak		59		59
104096	Towns of Dogwood	Fairland/White Oak		30		30
*104097	Alpine Forest	Fairland/White Oak		18		18
101064	Deer Park(resubdivision)	Fairland/White Oak	12			12
105002	Verbits Acres	Fairland/White Oak	7			7
*105016	Nottingham Woods	Fairland/White Oak	7			7
105040	Hull Property	Fairland/White Oak	6			6
WS1006553	Hollywood Park	Fairland/White Oak	1			1
104075	Franklin Property	Fairland/White Oak	1			1
P996421	Hillandale	Fairland/White Oak	1			1
105026	The Towns of Boland Farms	Germantown East		24		24
191052	Clopper's Mill Manor	Germantown West			102	102
S-2635	New Covenant Village	Germantown West			88	88
104060	Leaman Farm	Germantown West	42	27		69
105007	Kingsview Knolls (resubdivision)	Germantown West	2			2
104068	Leesborough	Kensington/Wheaton	6	139	45	190
105052	Loneoak Townes	Kensington/Wheaton				6
105037	Kemp Mill Farms	Kensington/Wheaton	4			4
104076	McDonald Knolls	Kensington/Wheaton	3			3
105005	Macon Construction	Kensington/Wheaton	2			2
WS1002569	Capitol View Park	Kensington/Wheaton	1			1
WS1002627	Kensington Park	Kensington/Wheaton	1			1
WS1009234	Forest Grove	Kensington/Wheaton	1			1

FY 2005: Residential Subdivisions Approved by the Planning Board (continued)

(Does not include approvals in Rockville or Gaithersburg)

Preliminary Plan	File Name	Policy Area	Single-Family	Town-house	Multi-Family	Total Units
*WS997678	Arville	Kensington/Wheaton	1			1
WS985885	North Kensington	Kensington/Wheaton	1			1
105036	Whetstone Run	Montgomery Village/Airpark		32		32
*WS997730	Sharon Woods	Montgomery Village/Airpark	1			1
WS1009401	Lone Oak	North Bethesda	1			1
105059	Travilah Place	North Potomac	2			2
*104081	Frye Estates	North Potomac	2			2
105024	Tong Property	Olney	12			12
*104055	Washington Christian Society	Olney		12		12
105049	Mount Zion	Olney	3			3
105062	4501 Pinetree Road	Olney	1			1
*WS1001216	Timberland Estates	Olney	1			1
103062	Village of Potomac	Potomac	4			4
105011	Falconhurst	Potomac	4			4
*103089	Glen Mill Knolls	Potomac	4			4
105010	Potomac Manors (resubdivision)	Potomac	2			2
105042	Concord	Potomac	1			1
WS1003058	Potomac View Estates	Potomac	1			1
105073	Willerburn Acres (resubdivision)	Potomac	1			1
103007	Glen Falls	Potomac	1			1
*WS1001513	Bradley Farms	Potomac	1			1
WS1000956	Pine Knolls	Potomac	1			1
185245A	Avalon at Decoverly Phase 2	R & D Village			168	168
188264B	Avalon at Decoverly Phase 2	R & D Village			28	28
*104105	Roberts Landing	Rural-Darnestown/Travilah	26			26
105048	Glen Estates	Rural-Darnestown/Travilah	2			2
104066	Great Elm Estates	Rural-Darnestown/Travilah	2			2
105057	Lake Potomac (resubdivision)	Rural-Darnestown/Travilah	1			1
104091	Hutchison Property	Rural-Goshen	2			2
WS1003422	Hyattstown	Rural-Goshen	1			1
*104093	Seitz Property	Rural-Patuxent	9			9
105045	Cromwell Property	Rural-Patuxent	7			7
105058	Ashton Manor	Rural-Patuxent	3			3
104089	Glover Property	Rural-Patuxent	3			3
105014	Ednor Acres	Rural-Patuxent	2			2
*WS995690	Damascus	Rural-Patuxent	1			1
105025	Porter Property	Rural-Patuxent	1			1
*WS1002451	Bloomfield	Rural-Patuxent	1			1
*WS1002452	Bloomfield	Rural-Patuxent	1			1
WS1001061	Sandy Spring Acres	Rural-Patuxent	1			1
105029	Stoney Springs	Rural-Poolesville	15			15
*104095	Black Rock Estates	Rural-Poolesville	1			1
104110	The Reserve at Fair Hill	Rural-Rock Creek	113	20		133
105038	Woodlawn Property	Rural-Rock Creek	24			24
103090	Yinger's Addition to Woodfield	Rural-Rock Creek	4			4
*104040	Portico	Silver Spring CBD			158	158
189288A	Jordan & Smith's Addn to Silver Spring	Silver Spring CBD			143	143
105054	National Park Seminary	Silver Spring/Takoma Park	13	98		169
105013	Woodside (resubdivision)	Silver Spring/Takoma Park	2			2
105068	McNeill's Addition (resubdivision)	Silver Spring/Takoma Park	1			1
*WS1002500	Bonnie View	Silver Spring/Takoma Park	1			1
105021	Wheaton Forest	Wheaton CBD			180	180
105047	Kensington View (resubdivision)	Wheaton CBD	1			1
WS1004025	Kensington View	Wheaton CBD	1			1
704001	North Bethesda Town Center	White Flint			1,350	1,350
Totals			1,249	813	2,262	4,388