

Welcome to the 2009-2011 Growth Policy Listening Session

Why are we here?

We want to hear your ideas and concerns on issues involving growth and public facilities.

Three tables are set up around the room; each one addresses a different topic related to growth:

Table 1: Planning for Growth



Table 2: Adequacy of Public Facilities



Table 3: Growing Smarter



Growth Policy Schedule:

- May 11th and May 18th – Growth Policy Listening Sessions**
- May 28th – Growth Policy Status Report and Draft Recommendations**
- June 12th – Growth Policy Staff Draft presented to the Planning Board**
- June 22nd – Public Hearing on the Staff Draft**
- July 9th – Growth Policy Worksession #1**
- July 23rd – Growth Policy Worksession #2**
- August 1st – Deliver Planning Board Draft of the 2009-2011 Growth Policy**

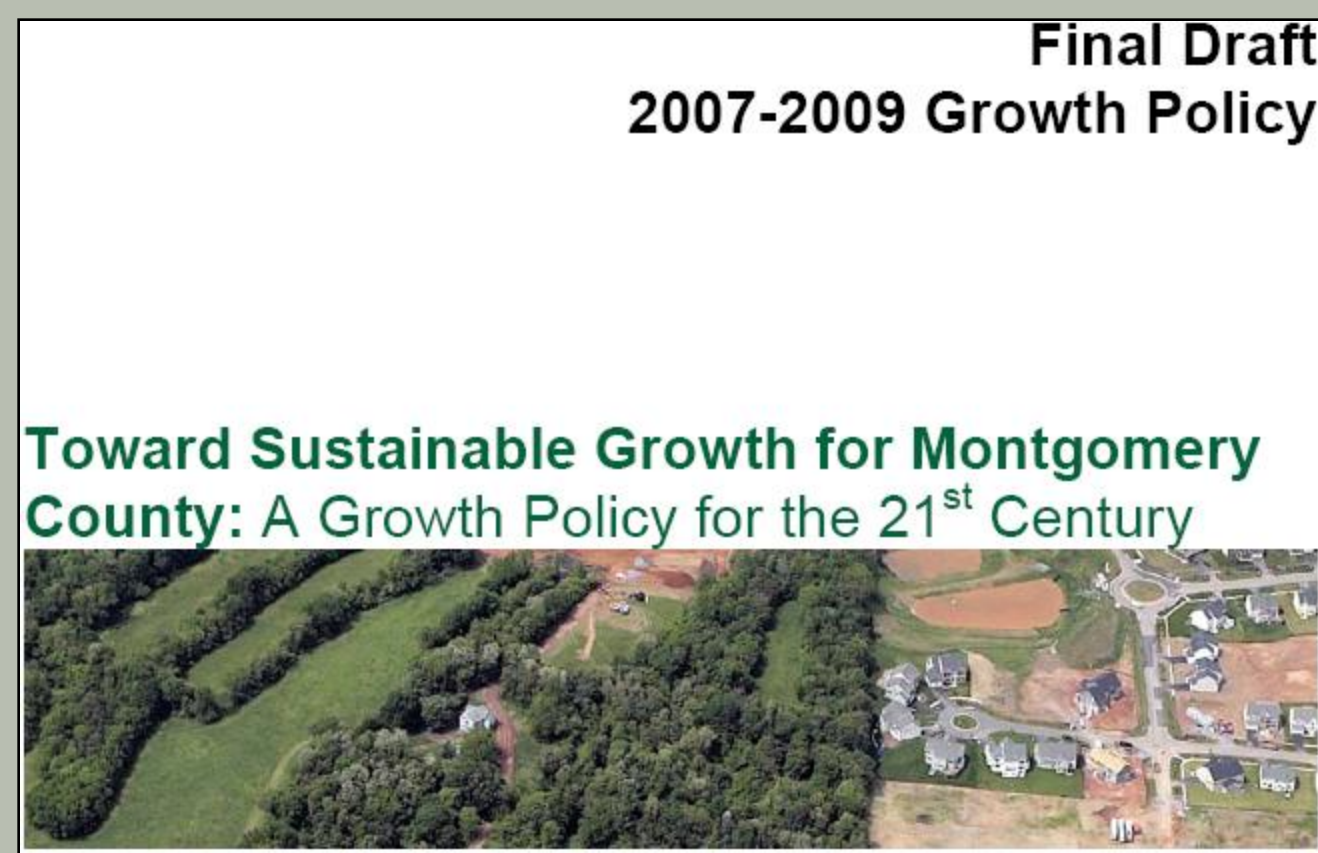


http://www.montgomeryplanning.org/research/growth_policy/growth_policy09/agp_growing_smarter.shtm



http://www.montgomeryplanning.org/research/growth_policy/growth_policy09/feedback.shtm

What is Growth Policy?



Growth Policy is...

A biennial resolution adopted by the Montgomery County Council aimed at managing growth to match the adequacy of public facilities.

Does it matter?

The timing of development, in coordination with the provision of public facilities, attempts to keep road congestion and school crowding to a minimum.

Does it work?

As Montgomery County matures – with just 4 percent of its land area available for development, which requires more infill and redevelopment – the tests for the adequacy of our facilities must evolve. Typically, when growth occurs on undeveloped land, if roads were deemed inadequate to accommodate additional homes and/or businesses, we built new ones. With infill and redevelopment, building additional roads or widening existing ones may not be possible or practical.

What do we do next?

Provide a framework for the provision of facilities that contribute to a sustainable community.

Example: Ashton Meeting Place



Illustrative Sketch of Proposal



Adequate Public Facilities
Roads and Transportation Facilities
Vehicular/Pedestrian Access, Transit and Land Uses

| | Proposed for Approval by the Preliminary Plan | Verified | Date |
|---------------------------------------|---|-----------------|----------|
| ADEQUATE PUBLIC FACILITIES | | | |
| Stormwater Management | Yes | Agency letter | 8/23/07 |
| Water and Sewer (WSSC) | Yes | Agency comments | 10/22/07 |
| 15-yr Water and Sewer Plan Compliance | Yes | Agency comments | 10/22/07 |
| Well and Septic | N/A | | |
| Local Area Traffic Review | Yes | Staff memo | 4/30/08 |
| Policy Area Mobility Review | Yes | Staff memo | 4/30/08 |
| Transportation Management Agreement | No | | 5/2/08 |
| School Cluster in Moratorium? | No | | 5/2/08 |
| School Facilities Payment | No | | 5/2/08 |
| Fire and Rescue | Yes | Agency letter | 11/14/07 |
| Other (i.e., schools) | | | |

Local Area Transportation Review
As part of the APF test, a Local Area Transportation Review (LATR) test was required for the subject development since it was estimated to generate 30 or more peak-hour trips during the typical weekday morning (6:30 a.m. – 9:30 a.m.) and evening (4:00 p.m. – 7:00 p.m.) peak periods. The APF test for the subject development also required the Policy Area Mobility Review (PAMR) test under the new Growth Policy since the application for the proposed use was filed after January 1, 2007. The use also generated more than three new peak-hour trips and was located in a policy area that required mitigation (Rural East Policy Area with a required 5% trip mitigation).

The Applicant submitted a traffic study dated January 18, 2008 (Revised), that examined traffic-related impacts of the development on nearby intersections and PAMR related trip mitigation requirements. Our review of the traffic study indicated that it complied with the requirements of the 2007 Local Area Transportation Review/Policy Area Mobility Review Guidelines.

The traffic analysis estimated that the uses proposed on the site – 44,462 square-feet of retail, 29,536 square-feet of office, and 7 single-family dwelling units – would generate approximately 137 “total” peak-hour trips during the weekday morning and 423 total peak-hour trips during the weekday evening peak-periods. After accounting for “pass-by” and “diverted” trips, the proposed development was estimated to generate 137 and 215 net “new” trips during the morning and evening peak-hours, respectively. A summary of this data is presented in Table 1 of the appended Transportation Planning memorandum.

A summary of the capacity/Critical Lane Volume (CLV) analysis results for the study intersections for the weekday morning and evening peak-hours within the respective peak-periods from the traffic study is presented in Table 2 of the Transportation Planning memorandum. As shown in that table, the weekday morning and evening peak-hour capacity analysis presented in the traffic study indicated that under Total (or Build) Traffic Conditions, with the roadway/intersection improvements, CLV values at the study intersections would be below the applicable congestion standards. Therefore, the application satisfies the LATR requirements of the APF test.

Policy Area Mobility Review
As noted earlier, to meet the PAMR requirements under the 2007-2009 Growth Policy, this preliminary plan was required to mitigate 5% of its new peak-hour trips. With a net of 137 and 215 “new” peak-hour trips during the morning and evening peak-periods, respectively, the trip

mitigation requirement for the proposed use was calculated to be 7 trips for the morning peak hour and 11 trips for the evening peak hour.

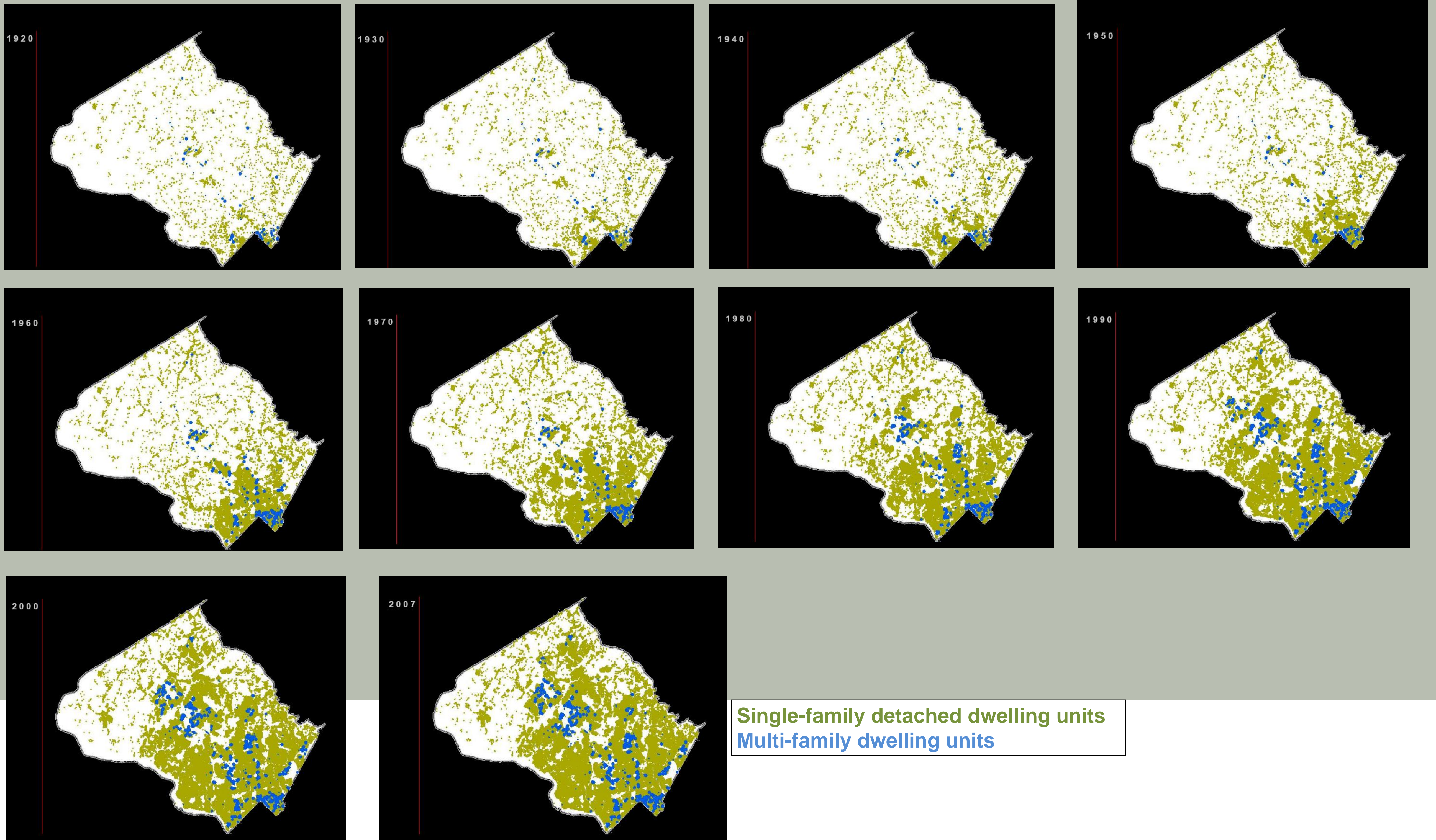
The Applicant proposes to meet the PAMR requirements of the proposed development through a combination of non-auto transportation facilities and site-specific trip reduction actions in the immediate area. The non-auto transportation facilities proposed by the Applicant to mitigate development’s morning peak-hour impact included installation of a bike locker (a set of eight, for a credit of up to 2 peak hour trips) and a new bus shelter (for a credit of up to 5 peak hour trips) in the immediate area. These facilities are awaiting final approval by DPWT staff. The site-specific trip reduction action by the Applicant to mitigate development’s evening peak-hour impact was providing a mix of retail, restaurant, office, and residential uses on the site. The mix of uses proposed on the site has the potential to reduce overall site trip generation through internal trip-capture, primarily during the evening peak-hour. Using ITE Trip Generation Handbook guidelines, the internal trip-capture credit for the development was thus estimated to be 22 trips. The PAMR trip mitigation requirements, the measures proposed by the Applicant, and respective trip credits for each measure are summarized in Table 3 of the Transportation Planning memorandum.

Since DPWT approval of Applicant’s PAMR trip mitigation proposal is still pending, staff recommends that the Applicant be required to submit a DPWT approved PAMR trip mitigation plan to staff to reduce seven (7) peak-hour trips (related to the morning peak period) prior to the submission of the Site Plan for certification. Staff also recommends that the Applicant be required to fully implement the DPWT approved PAMR requirement(s) prior to release of building occupancy permits for the proposed development. With the conditions prescribed by this staff report, the Application meets the Policy Area Mobility Review requirements.



Planning for Growth in Montgomery County

History of Growth in Montgomery County



Single-family detached dwelling units
Multi-family dwelling units

The Planning Department maintains Montgomery County's commercial and residential development pipelines.

The pipelines include commercial and residential projects that have been approved for development but not yet built. There are 33 million square feet of commercial space remaining to be built in the March 2009 commercial pipeline. This represents the equivalent of about 111,600 jobs. If the pipeline would be built to capacity, these jobs would represent About 68 percent of the Round 7.2 job growth forecast between 2009 and 2030.

There are 29,000 housing units remaining to be built in the February 2009 pipeline, 9,600 single-family units and 19,400 multi-family units. Based on the Round 7.2 forecast of household growth from 2009 to 2030, the pipeline represents about 58 percent of the single-family growth and 30 percent of the multi-family growth.

Forecast Growth:

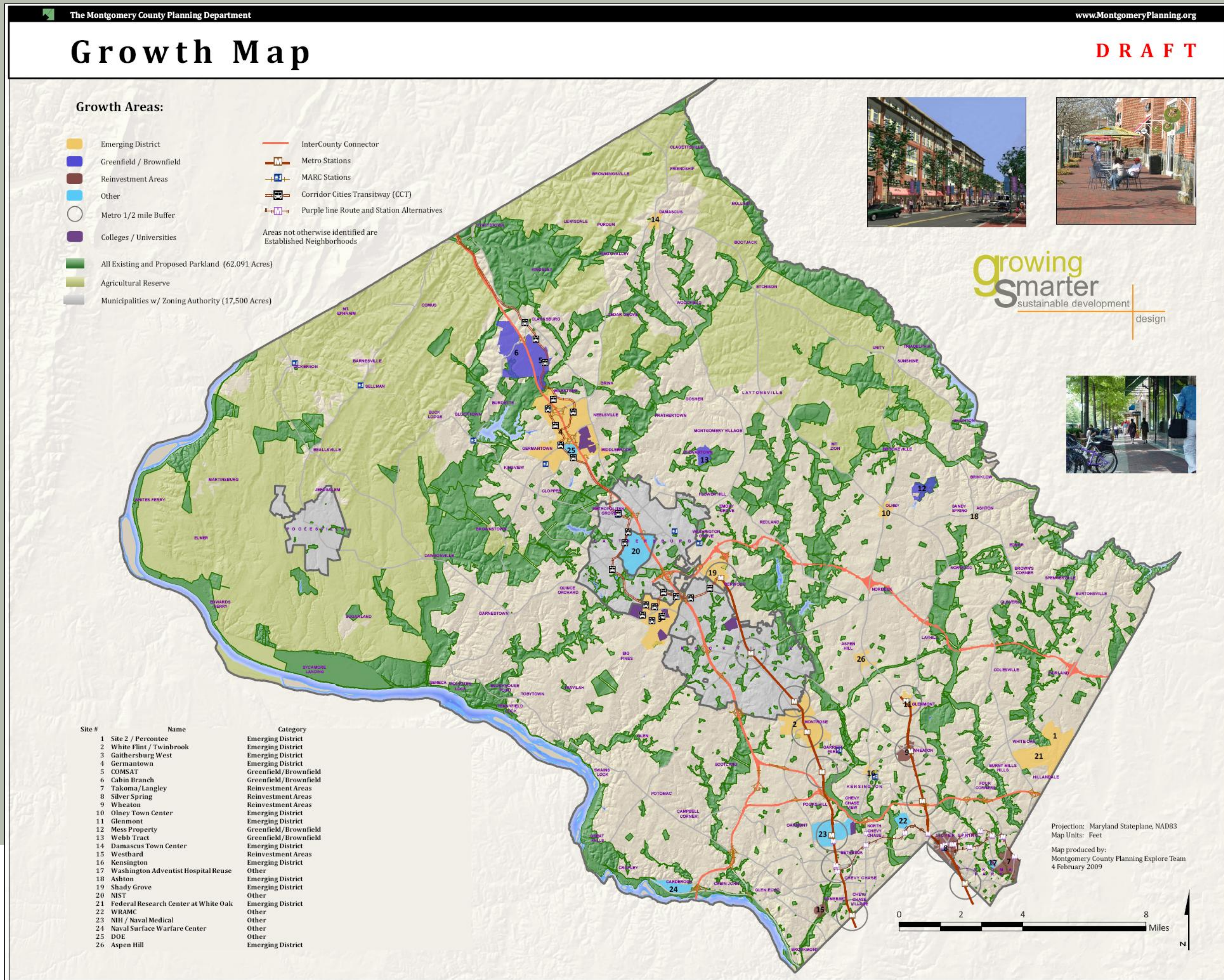
| | <u>Montgomery County</u> | | <u>Metro Statistical Area</u> | | <u>U.S.</u> | |
|----------------------|--------------------------|------------|-------------------------------|------------|-------------|-------------|
| | Jobs | Households | Jobs | Households | Jobs | Households |
| Current 2005 | 500,000 | 347,000 | 3,051,700 | 1,863,800 | 134,000,000 | 114,000,000 |
| Forecast 2030 | 670,000 | 440,000 | 4,200,200 | 2,507,600 | 162,000,000 | 146,000,000 |



parking
7,000+ acres surface lots
40 acres (top of garages)
2.5% of the county



Planning for Growth in Montgomery County

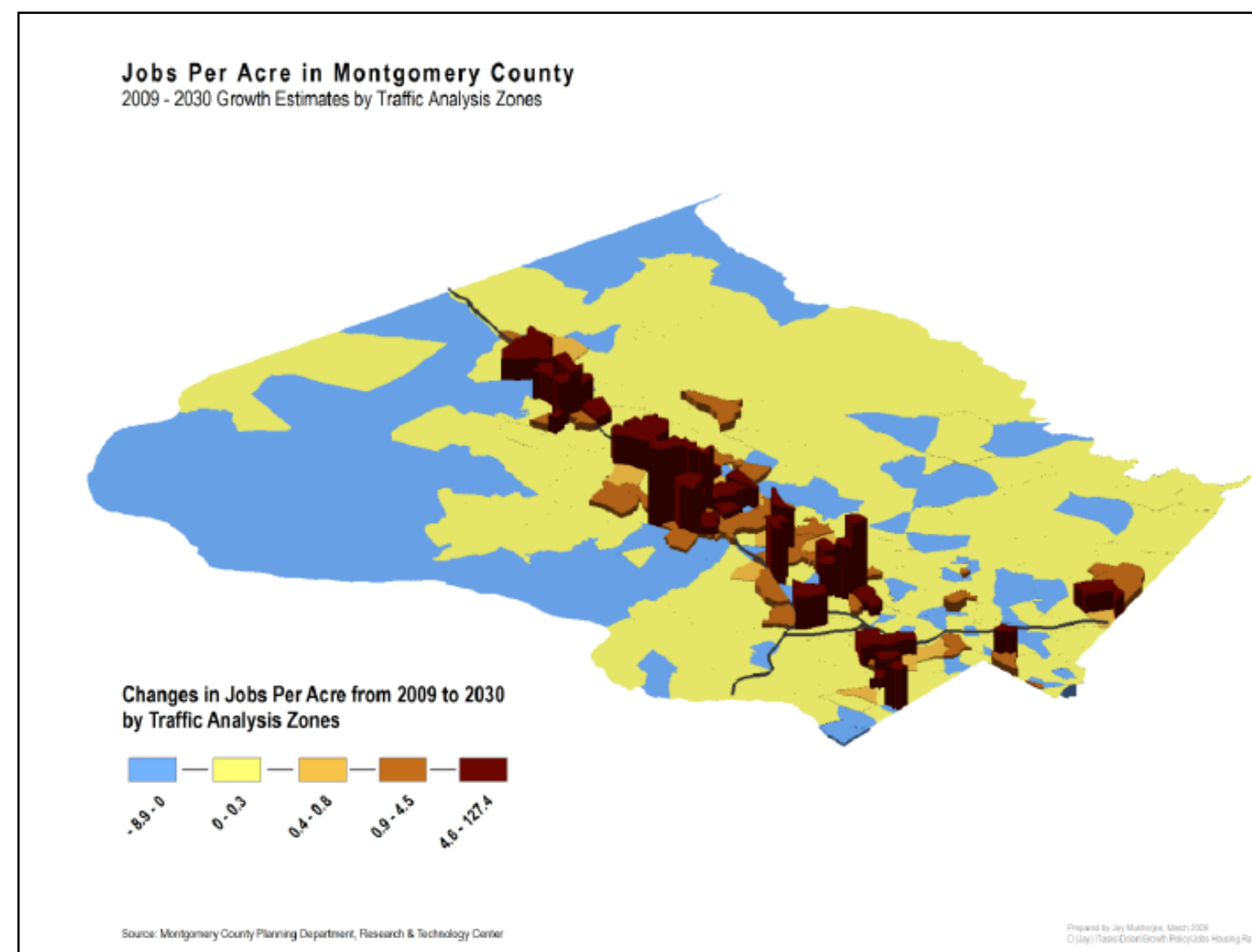


By 2030, the County is forecasted to add 165,000 jobs and 80,000 households.

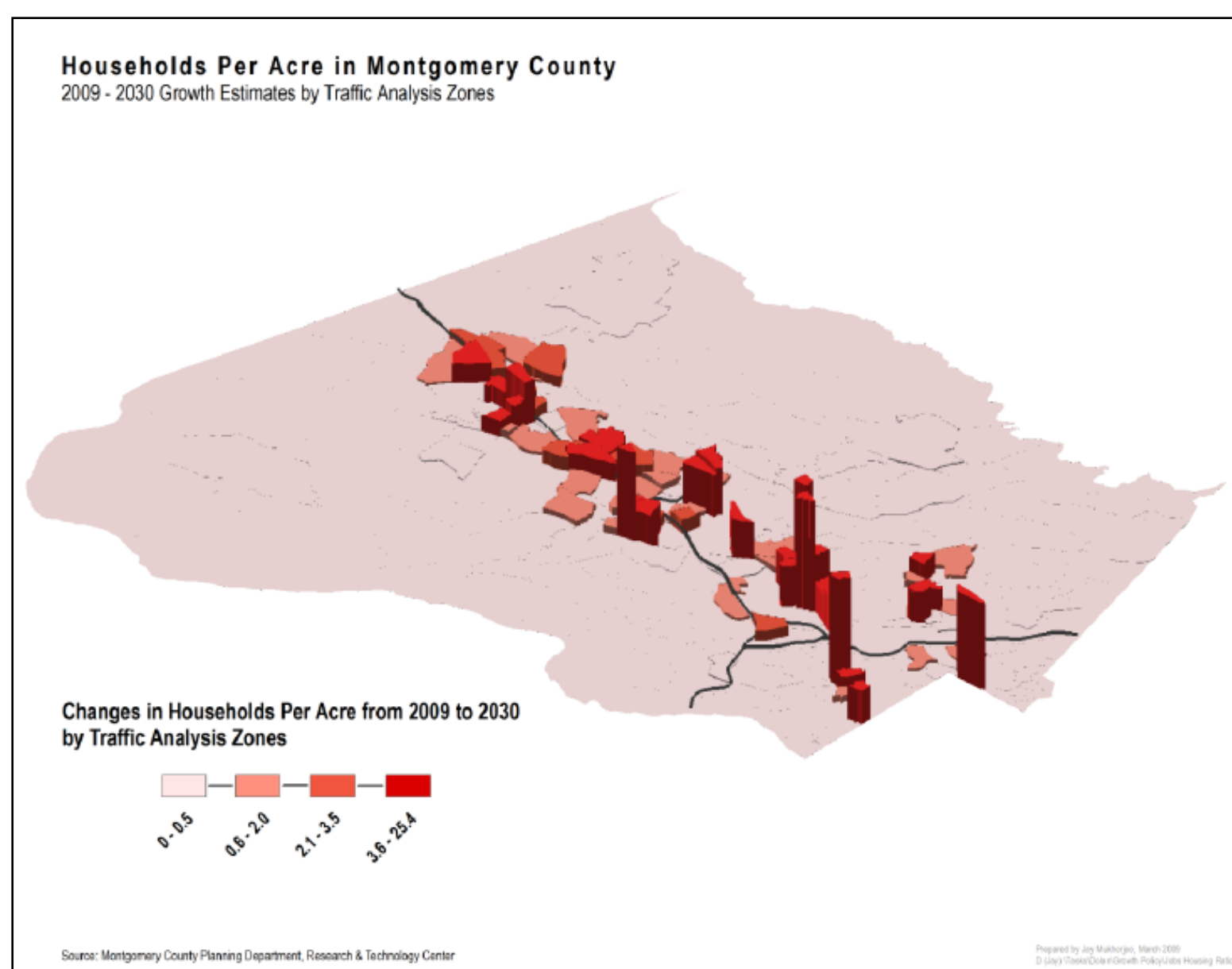
Development is targeted for:

- Transit stations
- Infill development
- The I-270 corridor

Growth forecasts are coordinated for each jurisdiction in the Washington Region through the Metropolitan Washington Council of Governments.



The CLRP Aspirations scenario examines how transportation needs might be affected if development patterns changed to reflect a greater mix of jobs and housing throughout the County.



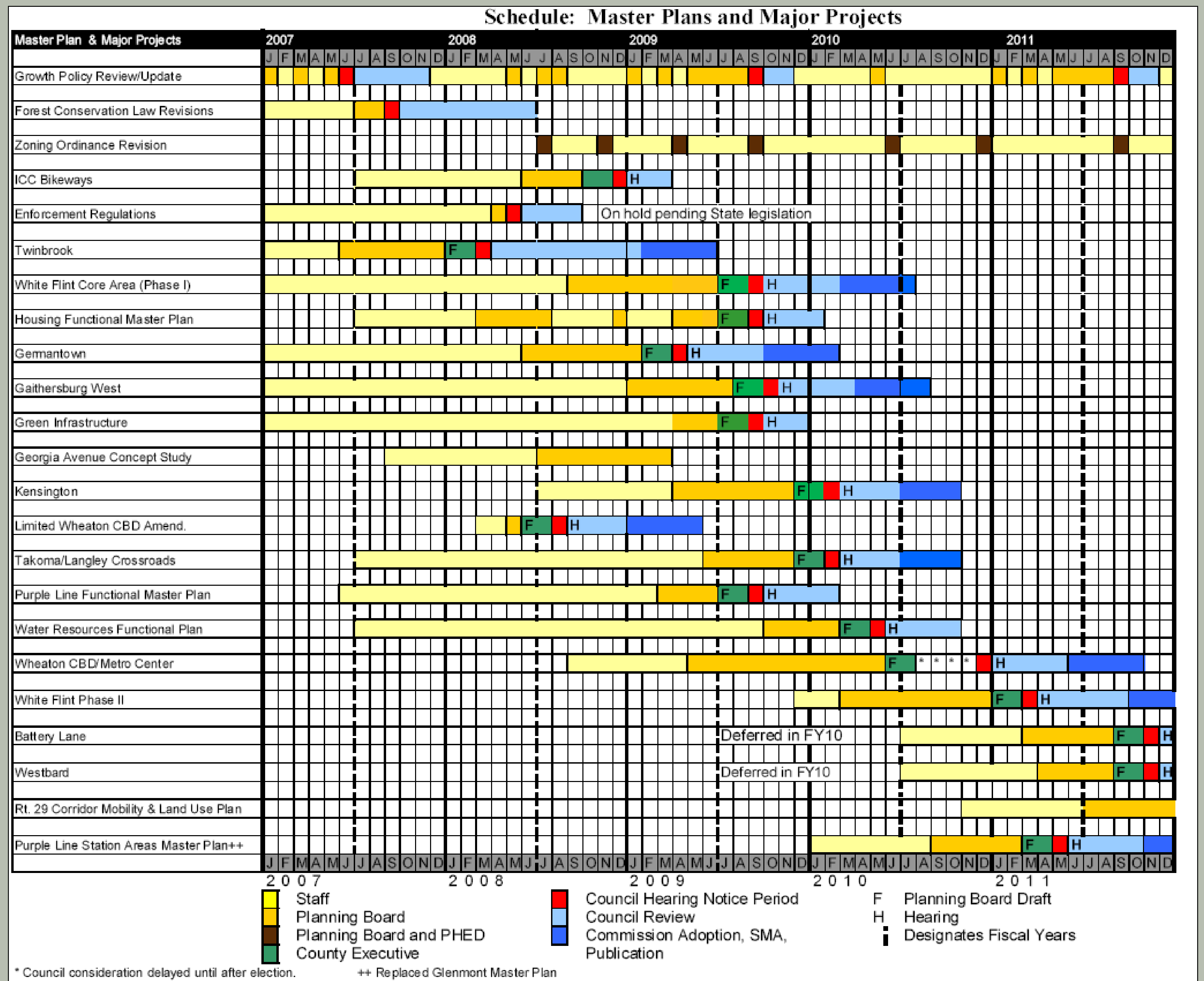
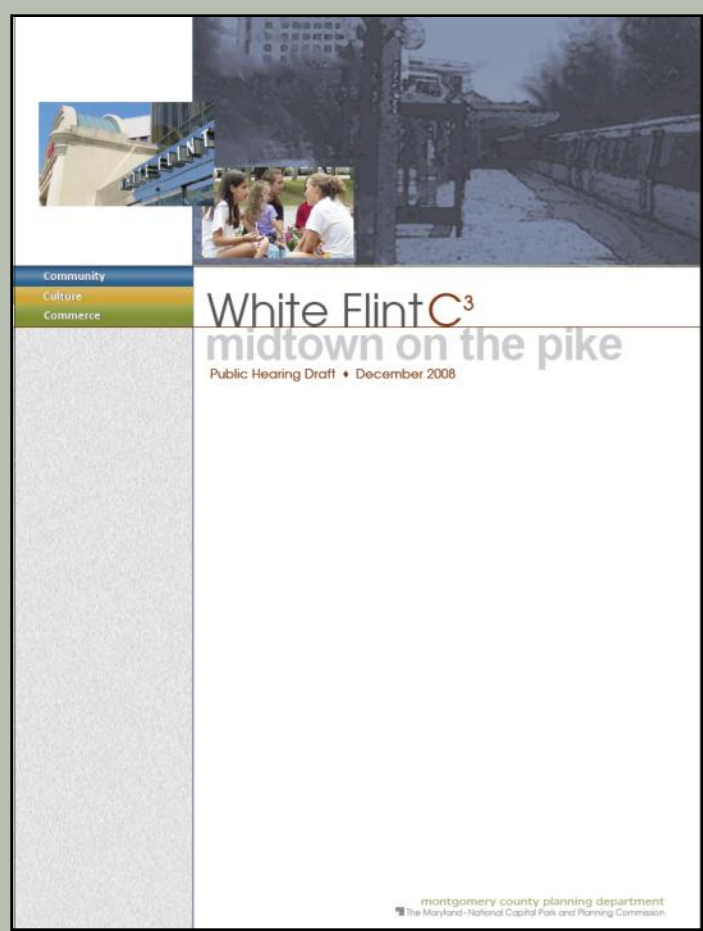
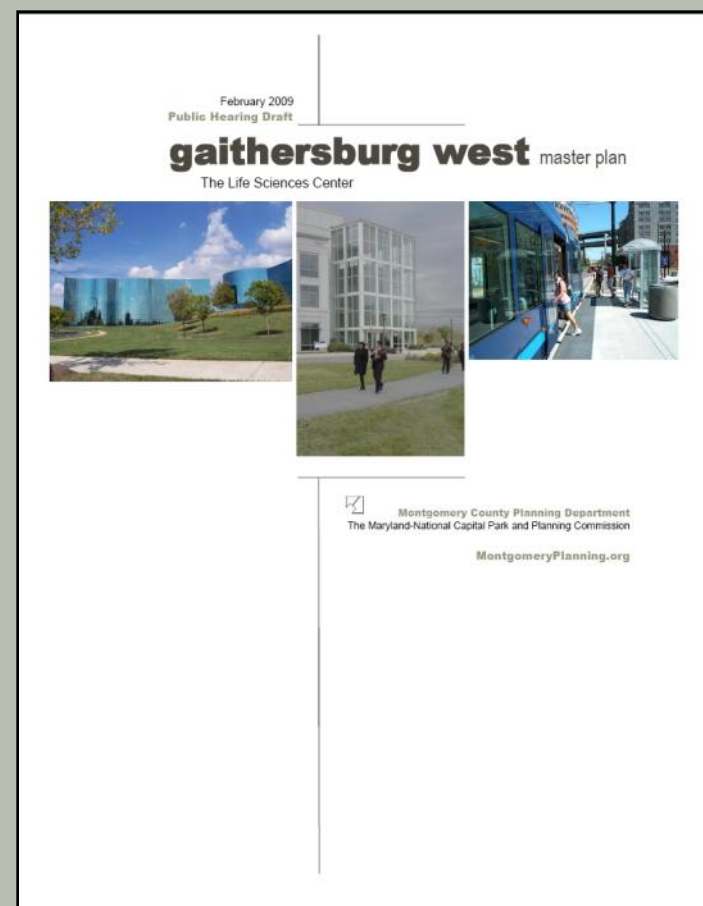
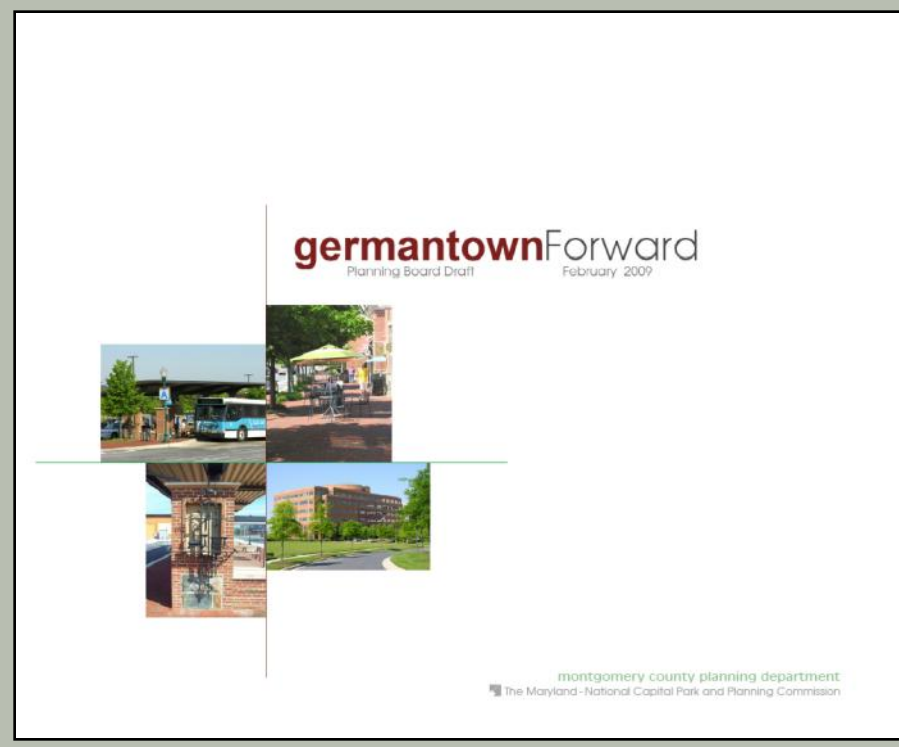
Montgomery County Jobs and Households by Policy Area

| Policy Area | Estimate of Existing | | Round 7.2 Cooperative Forecast | | | Constrained Long Range Plan (CLRP) 2030 Aspirations Scenario | | | |
|----------------------------|----------------------|-----------------|--------------------------------|---------------------|---------------------------|--|-----------|-----------------|---------------------------|
| | 2009 Jobs | 2009 Households | 2009 Jobs/Household Ratio | Round 7.2 2030 Jobs | Round 7.2 2030 Households | Round 7.2 2030 Jobs/Household Ratio | 2030 Jobs | 2030 Households | 2030 Jobs/Household Ratio |
| Aspen Hill | 6,201 | 24,864 | 0.25 | 6,314 | 24,994 | 0.25 | 6,821 | 24,753 | 0.28 |
| Bethesda CBD | 35,849 | 7,161 | 5.01 | 38,609 | 11,131 | 3.47 | 34,299 | 12,027 | 2.85 |
| Bethesda/Chevy Chase | 43,633 | 29,102 | 1.50 | 49,563 | 29,295 | 1.69 | 49,924 | 28,914 | 1.73 |
| Clarksburg | 3,819 | 3,912 | 0.98 | 16,362 | 13,118 | 1.25 | 21,772 | 10,901 | 2.00 |
| Cloverly | 1,348 | 5,480 | 0.25 | 1,346 | 5,552 | 0.24 | 1,471 | 5,471 | 0.27 |
| Damascus | 2,315 | 3,712 | 0.62 | 2,476 | 4,832 | 0.51 | 4,254 | 3,888 | 1.09 |
| Darnestown/Travilah | 907 | 3,814 | 0.24 | 917 | 4,024 | 0.23 | 917 | 4,024 | 0.23 |
| Derwood | 18,090 | 5,694 | 3.17 | 21,362 | 6,281 | 3.40 | 20,639 | 6,794 | 3.04 |
| Fairland/White Oak | 29,182 | 28,452 | 1.03 | 38,679 | 28,904 | 1.34 | 39,572 | 29,257 | 1.35 |
| Friendship Heights | 8,618 | 3,355 | 2.57 | 10,839 | 4,258 | 2.55 | 10,684 | 4,394 | 2.43 |
| Gaithersburg City | 53,566 | 23,250 | 2.30 | 87,012 | 33,183 | 2.62 | 85,073 | 35,903 | 2.37 |
| Germantown East | 8,818 | 8,016 | 1.10 | 17,745 | 9,811 | 1.81 | 18,112 | 10,506 | 1.72 |
| Germantown Town Center | 3,999 | 981 | 4.08 | 7,284 | 2,356 | 3.09 | 6,791 | 2,634 | 2.58 |
| Germantown West | 10,613 | 21,350 | 0.50 | 20,610 | 26,053 | 0.79 | 30,602 | 22,381 | 1.37 |
| Glenmont | 634 | 1,070 | 0.59 | 718 | 1,970 | 0.36 | 1,872 | 1,228 | 1.52 |
| Goshen | 1,032 | 5,312 | 0.19 | 1,038 | 5,568 | 0.19 | 1,038 | 5,568 | 0.19 |
| Grosvenor | 588 | 3,649 | 0.16 | 591 | 4,614 | 0.13 | 2,433 | 3,677 | 0.66 |
| Kensington/Wheaton | 14,043 | 32,548 | 0.43 | 14,160 | 33,786 | 0.42 | 15,820 | 32,716 | 0.48 |
| Montgomery Village/Airpark | 12,740 | 18,764 | 0.68 | 15,700 | 18,840 | 0.83 | 16,589 | 18,774 | 0.88 |
| North Bethesda | 51,753 | 14,554 | 3.56 | 63,983 | 19,623 | 3.26 | 60,578 | 21,162 | 2.86 |
| North Potomac | 1,445 | 9,006 | 0.16 | 1,550 | 10,361 | 0.15 | 3,845 | 9,100 | 0.42 |
| Olney | 5,689 | 11,371 | 0.50 | 6,020 | 13,068 | 0.46 | 8,709 | 11,664 | 0.75 |
| Patuxent | 2,620 | 3,630 | 0.72 | 3,130 | 3,924 | 0.80 | 3,173 | 3,917 | 0.81 |
| Poolesville | 1,775 | 3,089 | 0.57 | 1,778 | 3,531 | 0.50 | 1,778 | 3,531 | 0.50 |
| Potomac | 12,083 | 17,230 | 0.70 | 14,919 | 17,836 | 0.84 | 16,408 | 17,375 | 0.94 |
| R & D Village | 20,284 | 3,556 | 5.70 | 36,835 | 9,467 | 3.89 | 37,276 | 9,930 | 3.75 |
| Rock Creek | 1,851 | 2,258 | 0.82 | 1,876 | 2,680 | 0.70 | 1,899 | 2,664 | 0.71 |
| Rockville City | 77,594 | 23,672 | 3.28 | 100,677 | 30,102 | 3.34 | 86,079 | 37,464 | 2.30 |
| Shady Grove | 2,854 | 350 | 8.15 | 5,472 | 5,564 | 0.98 | 7,111 | 3,792 | 1.88 |
| Silver Spring CBD | 30,558 | 6,279 | 4.87 | 33,087 | 12,449 | 2.66 | 27,355 | 13,389 | 2.04 |
| Silver Spring/Takoma Park | 15,556 | 29,245 | 0.53 | 14,913 | 29,943 | 0.50 | 15,907 | 29,302 | 0.54 |
| Twinbrook | 10,263 | 3 | 3,421.00 | 11,067 | 2,552 | 4.34 | 9,827 | 2,513 | 3.91 |
| Wheaton CBD | 9,042 | 2,468 | 3.66 | 9,957 | 4,309 | 2.31 | 9,024 | 4,185 | 2.16 |
| White Flint | 6,098 | 1,903 | 3.20 | 13,411 | 6,021 | 2.23 | 12,344 | 6,181 | 2.00 |
| Montgomery County Total | 505,400 | 359,100 | 1.41 | 670,000 | 440,000 | 1.52 | 669,996 | 439,979 | 1.52 |



Managing growth through related efforts:

Master Plans



Zoning

Montgomery County Zoning Ordinance



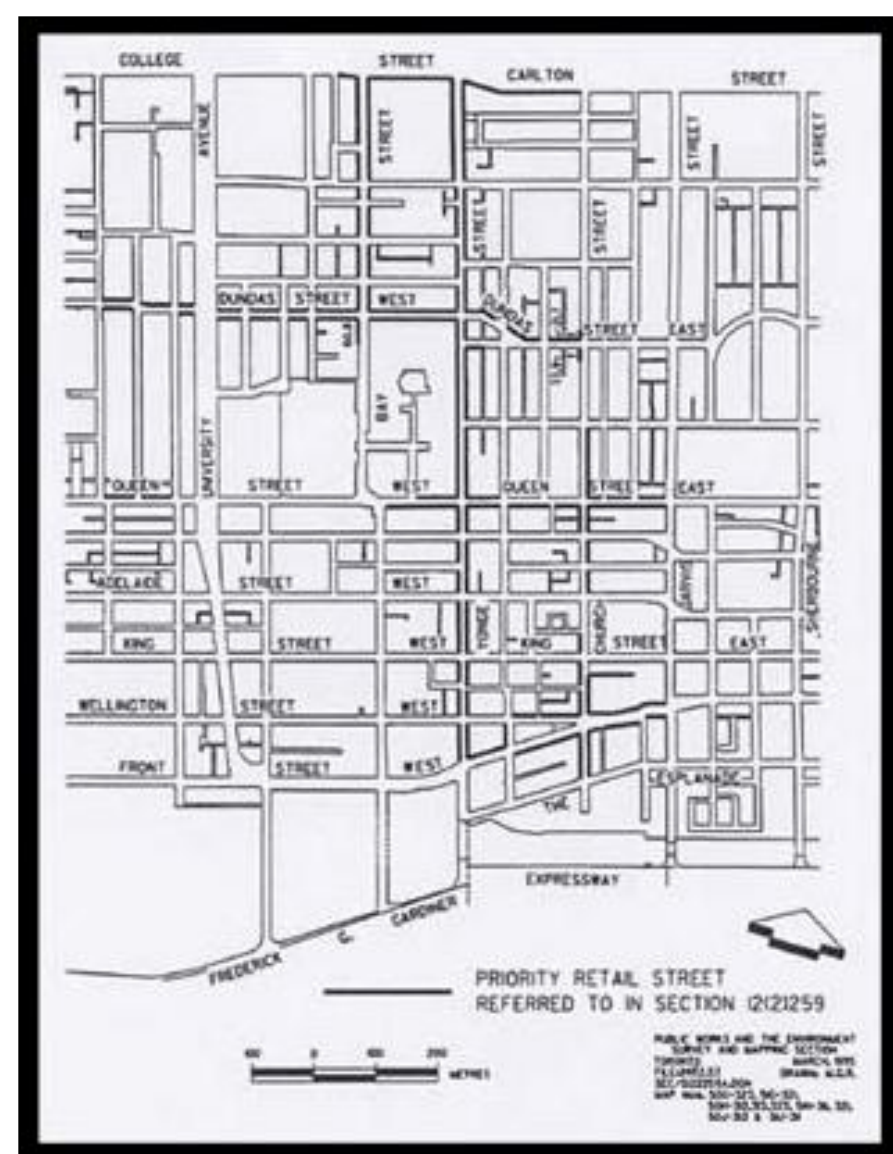
Zoning Code Rewrite

As part of the Zoning Code rewrite, planners will reorganize, revise, and simplify the county Zoning Code to make it easier to use.

To start that process, planners invited residents and others who use the Zoning Code to participate in small group sessions to provide feedback. Planners incorporated their suggestions into a report summarizing the results from our online survey and 14 small group sessions held to identify problems and offer preliminary recommendations for the rewrite.

The code diagnosis, titled Zoning Discovery, recommends

- Restructuring to fewer, more meaningful zones to eliminate confusion
- Using more tables and graphics to convey complex concepts
- Better organization
- Accommodating change and recognizing consistency
- Updating technology to create legal zoning maps that convey more information faster and with greater accuracy
- Matching land use to development patterns
- Rationalizing development standards to weed out obsolete requirements



R-60

The R-60 Zone typically results in residential subdivisions with a fairly dense housing pattern usually near commercial centers and outside CBDs.

| Requirements | |
|---|----------------------|
| Minimum net lot area | 6,000 sf .1377 ac |
| Minimum lot width: | |
| At front of building ¹ | 60 ft |
| At street | 25 ft |
| Minimum setback from street (interior lot) ² | 25 ft |
| Sidelyard setbacks (main building): | |
| Minimum sidelyard | 8 ft |
| Sum of 2 sidelyards | 18 ft |
| Minimum rearyard | 20 ft |
| Maximum building height ³ (main bldg: mean-30 ft to highest pt., 35 ft) | 30-35 ft |
| Maximum building coverage | 35% |
| Parking | |
| 2 off-street parking spaces/dwelling unit | |
| Notes | |
| ¹ May be reduced if located in an historic district in accordance with 59-A-5.33 | |
| ² Subject to an established building line in accordance with Section 59-A-5.33 | |
| ³ Building height may be increased to 3 floors or 40 ft by the Planning Board | |
| • Refer to complete regulations in the Montgomery County Zoning Code | |

Images

R-60 Typical Build-Out Plan Pattern and Form

Existing development in the R-60 zone

R-60 Zone: Standard Method of Development

Required Lot Size, Setback, and Coverage

Sum of Sidelyards 18'

Min. 20'

Min. 8'

Min. 60'

Min. 25'

Min. 25' at Street

Front Street

| | |
|------------------------|---------------------------------------|
| Min. Lot Size | 6,000 sf yields max. 7.26 units/acre |
| Max. Building Coverage | 35% yields 2,100 sf/ft (for min. lot) |
| Max. Building Height | 30 ft yields 2.5 floors |

Side Section of Structure (Main Building)

Height max. 35 ft. to highest roof point or, Height Max. 30 ft. measured to mid-pt. of gable, hip, mansard, or gambrel roof

Max. 30'

Max. 35'

Max. Bldg. Height and Floors



Staging and Funding Public Facilities

Prioritizing Public Facilities

Capital project prioritization should explicitly consider smart growth location, master plan staging, and quality of life.

| Project | Type | Master Plan area | Sustainability | | Master/Sector Plan Goals and Objectives | | Connectivity | | | | Design Excellence | | | Diversity | | Total | | |
|---------|------|------------------|------------------------|-----------------------|---|----------------------------------|-------------------|-------------------------|------------------------------|---|-------------------------------|---|--------------|---------------------|--|-------|-----------------------|----------|
| | | | Priority area 0-15 pts | Leveraged funds 5 pts | Singling requirement 10 pts | Contained Long Range Plan 10 pts | HMR Top Ten 5 pts | Traffic Forecasts 5 pts | Emergency preparedness 5 pts | Coordination private/public development 5 pts | Linking jobs to housing 5 pts | Linking neighborhoods to services 5 pts | Safety 5 pts | Multi-purpose 5 pts | Neighborhood Conservation/Community Identity 5 pts | | Env. protection 5 pts | HP 5 pts |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |

Project types: Road, Pedestrian/Bicycle, Transit, Police, Fire and Rescue, School, Library, Parks and Recreation, or Other Community Facility.

Priority areas:

- Urban areas as defined in Chapter 49 (Grosvenor, Shady Grove, Twinbrook, White Flint, Silver Spring, Wheaton, Bethesda, Friendship Heights, and Glenmont Metro Station Policy Areas; Germantown Town Center; Clarksburg Town Center; Damascus Town Center; Olney Town Center; Flower/Arliss/Piney Branch commercial area; Montgomery Hills Parking Lot District; North Bethesda Commercial/Mixed-Use area, and Silver Spring Parking Lot District.) – 15 points. Areas within 1/2 mile of on-MSPA Metro Stations (Forest Glen, Medical Center, Takoma, and Shady Grove) – 10 pts
- Areas within 1/2 mile of other existing or programmed transit stations – 5-8 points
- MD Smart Growth Priority Funding Area other than the above – 3 points
- Non- MD Smart Growth Priority Funding Area other than the above – 0 points

Demand for Public Facilities

Future programmatic or policy changes can affect public facility adequacy even in areas with little or no forecasted growth.

Factors affecting demand for public facilities in established communities (other than new growth through redevelopment)

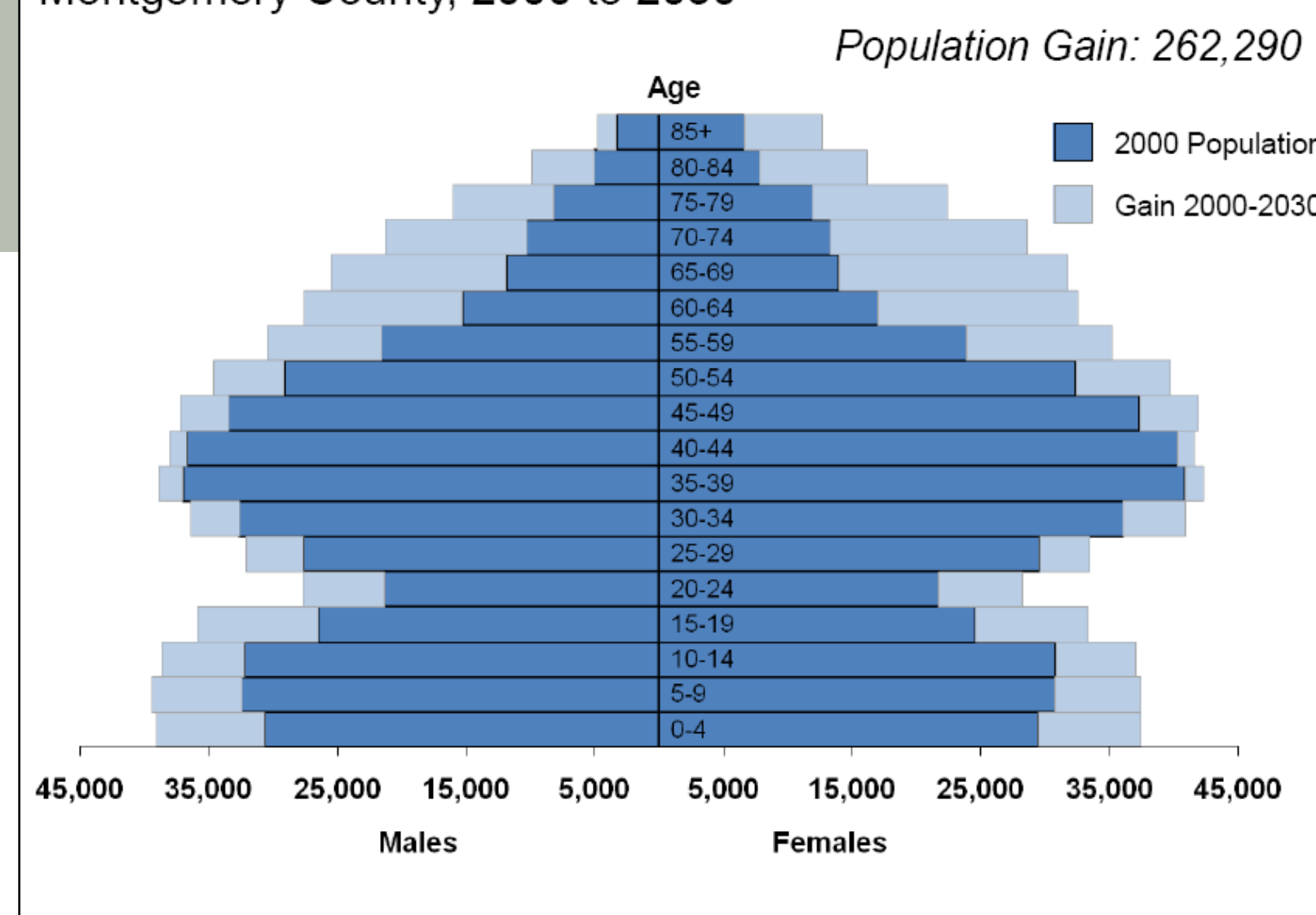
Draft April 24, 2009

| Factors | Cyclical | Sustained | Demand for public facilities/services | | | | | | | | | | | | | | |
|---|----------|-----------|---------------------------------------|-------|---------|--------|------|-------|-------|--------|-------|-------------|-------------|-----------|---|---|---|
| | | | Schools | Roads | Transit | Police | Fire | Water | Sewer | Health | Parks | Rec Centers | Solid Waste | Libraries | | | |
| Demographics | | | | | | | | | | | | | | | | | |
| Population change | | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x | x |
| Aging population | | x | | | x | | | | | | | | | | | | |
| Ethnic mix of population | | x | x | x | x | | | | | | | | | | | | |
| Household size | | x | x | x | x | | | | | | | | | | | | |
| Economic conditions | | | | | | | | | | | | | | | | | |
| Unemployment | X | | | | | | | | | | | | | | | | |
| Higher gas prices | X | x | | | x | | | | | | | | | | | | |
| Autos per dwelling unit | | x | | | x | | | | | | | | | | | | |
| Technological improvements | | | | | | | | | | | | | | | | | |
| Energy star appliances | | x | | | | | | | | | | | | | | | |
| High-speed internet | | x | | | x | x | | | | | | | | | | | |
| Changes in standards/regulations | | | | | | | | | | | | | | | | | |
| Changes in class size | | x | | | x | | | | | | | | | | | | |
| Universal Pre-K | | x | | | x | | | | | | | | | | | | |

Cyclical: up to 10 years

Sustained: more than 10 years

Change in Household Population by Age and Sex
Montgomery County, 2000 to 2030



Funding Growth – Impact and Recordation Taxes

School Impact Tax (changes effective December 1, 2007)

- The old and new base rates are shown below:

| Housing Category | Old | New |
|---------------------------------|---------|----------|
| Single-family detached | \$9,111 | \$20,456 |
| Single-family attached | \$6,833 | \$15,401 |
| Multi-family (except high-rise) | \$4,555 | \$9,734 |
| Multi-family high rise | \$1,822 | \$4,127 |
| Multi-family senior | \$0 | \$0 |

- The rates will be adjusted on July 1 in each odd-numbered year according to the change in a construction cost index to be specified by regulation. Previously this adjustment was based on the change in the consumer price index.
- The large single-family-dwelling surtax increases from \$1/sf to \$2/sf. The surtax applies to houses from 3,500 sf (rather than 4,500 sf) to 8,500 sf.
- For residential developments with 30% or more affordable housing units (moderately priced dwelling units and units for lower income-eligible residents), the market rate units are charged 50% of the applicable rate.

- Revise impact taxes to consider vehicle trip lengths for transportation and house size for schools

Transportation Impact Tax (changes effective December 1, 2007)

- The transportation impact tax rates are increased by 70% across the board. The old and new rates are shown below:

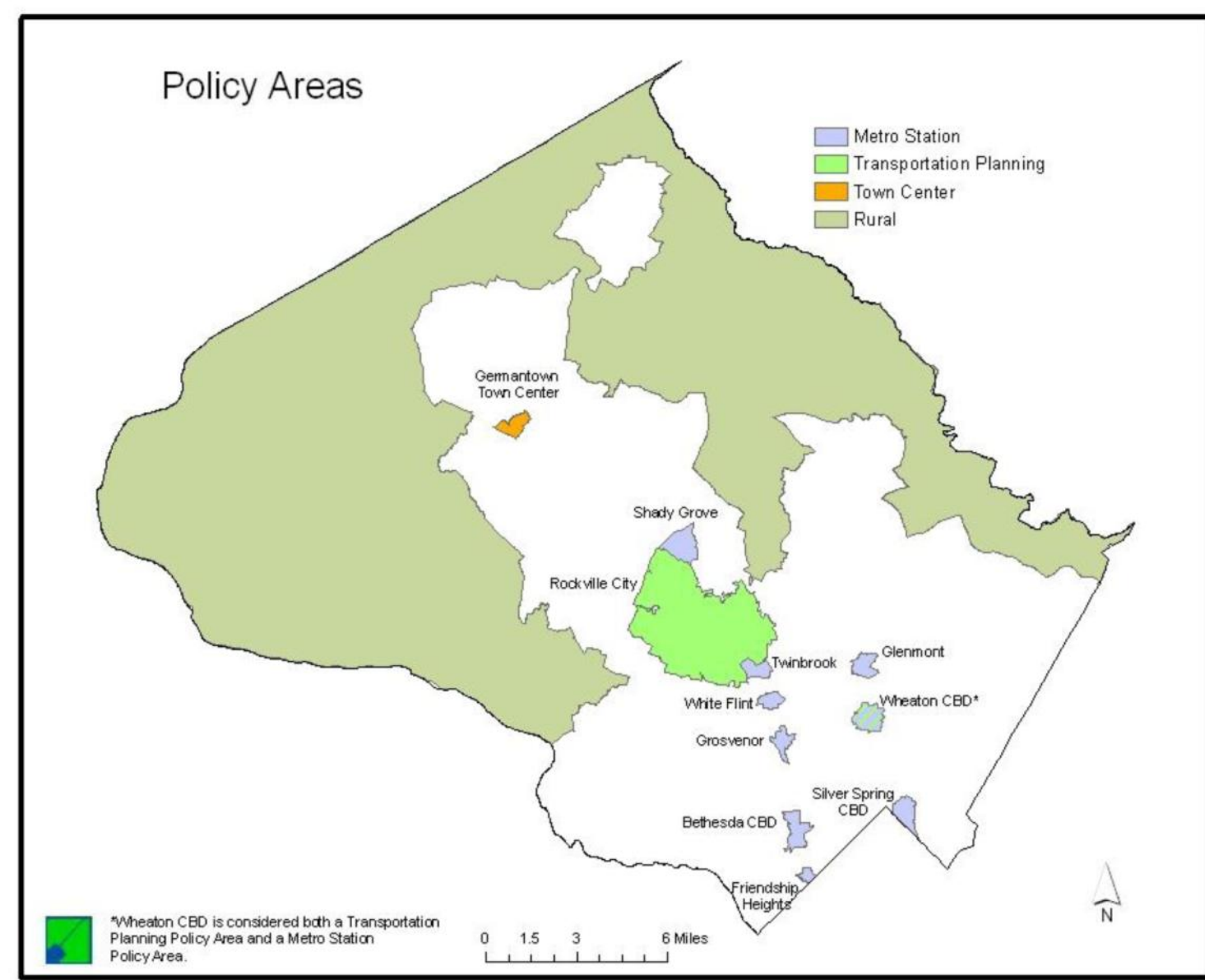
| | General District | | Metro Station Areas | | Clarksburg District | |
|---------------------------------|------------------|----------|---------------------|---------|---------------------|----------|
| | Old | New | Old | New | Old | New |
| Residential (per d.u.) | | | | | | |
| Single-family detached | \$6,264 | \$10,649 | \$3,132 | \$5,325 | \$9,396 | \$15,973 |
| Single-family attached | \$5,125 | \$8,713 | \$2,563 | \$4,357 | \$7,688 | \$13,070 |
| Garden apartments | \$3,986 | \$6,776 | \$1,993 | \$3,388 | \$5,979 | \$10,164 |
| High-rise apartments | \$2,847 | \$4,840 | \$1,424 | \$2,420 | \$4,271 | \$7,261 |
| Multi-family senior | \$1,139 | \$1,936 | \$569 | \$968 | \$1,708 | \$2,904 |
| Non-residential (per sf) | | | | | | |
| Office | \$5.70 | \$9.69 | \$2.85 | \$4.85 | \$6.85 | \$11.65 |
| Industrial | \$2.85 | \$4.85 | \$1.40 | \$2.43 | \$3.40 | \$5.78 |
| Bioscience | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Retail | \$5.10 | \$8.67 | \$2.60 | \$4.34 | \$6.15 | \$10.46 |
| Place of Worship | \$0.30 | \$0.51 | \$0.15 | \$0.26 | \$0.40 | \$0.68 |
| Private School | \$0.45 | \$0.77 | \$0.20 | \$0.39 | \$0.60 | \$1.02 |
| Hospital | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Social Service Agencies | -- | \$0.00 | -- | \$0.00 | -- | \$0.00 |
| Other Non-Residential | \$2.85 | \$4.85 | \$1.40 | \$2.43 | \$3.40 | \$5.78 |

- The transportation impact tax for any building within a half-mile of the following MARC commuter stations is levied at 85% of the applicable General District rate: Kensington, Garrett Park, Washington Grove, Gaithersburg, Metropolitan Grove, and Germantown.
- The rates will be adjusted on July 1 in each odd-numbered year according to the change in a construction cost index to be specified by regulation. Previously the rates were adjusted according to the change in the consumer price index.



Proposed Changes to Transportation Adequacy Tests

Staff recommends several revisions to the Policy Area Mobility Review (PAMR) and Local Area Transportation Review (LATR) tests to incentivize efficient growth and encourage multi-modal mobility solutions.



current

“Alternative Review Procedures” allowed in Metro Station Policy Areas

PAMR requirements based on requiring LOS D as minimum for average arterial mobility, regardless of how good transit service is.

PAMR requirements established by future forecasted, not actual speeds

Special vehicle trip generation rates in LATR are only applicable in certain CBDs

Provision of non-auto facilities are limited by type, include some out-of-date options, and are not equitably valued.

proposed

“Alternative Review Procedures” allowed in all urban areas

PAMR requirements balance arterial mobility with transit mobility throughout LOS spectrum

PAMR requirements could be waived in urban areas if specific adjacent roadways serving the site meet mobility (speed) standards

Adopt rates for transit-oriented development contained in TCRP Report 128

Revise listing of facility types and define \$11,000 per vehicle trip as common variable.

Additional proposals include adopting urban area traffic volume caps or other staging mechanisms in master plans and sector plans such as White Flint and allowing developments to transfer APFO approvals.

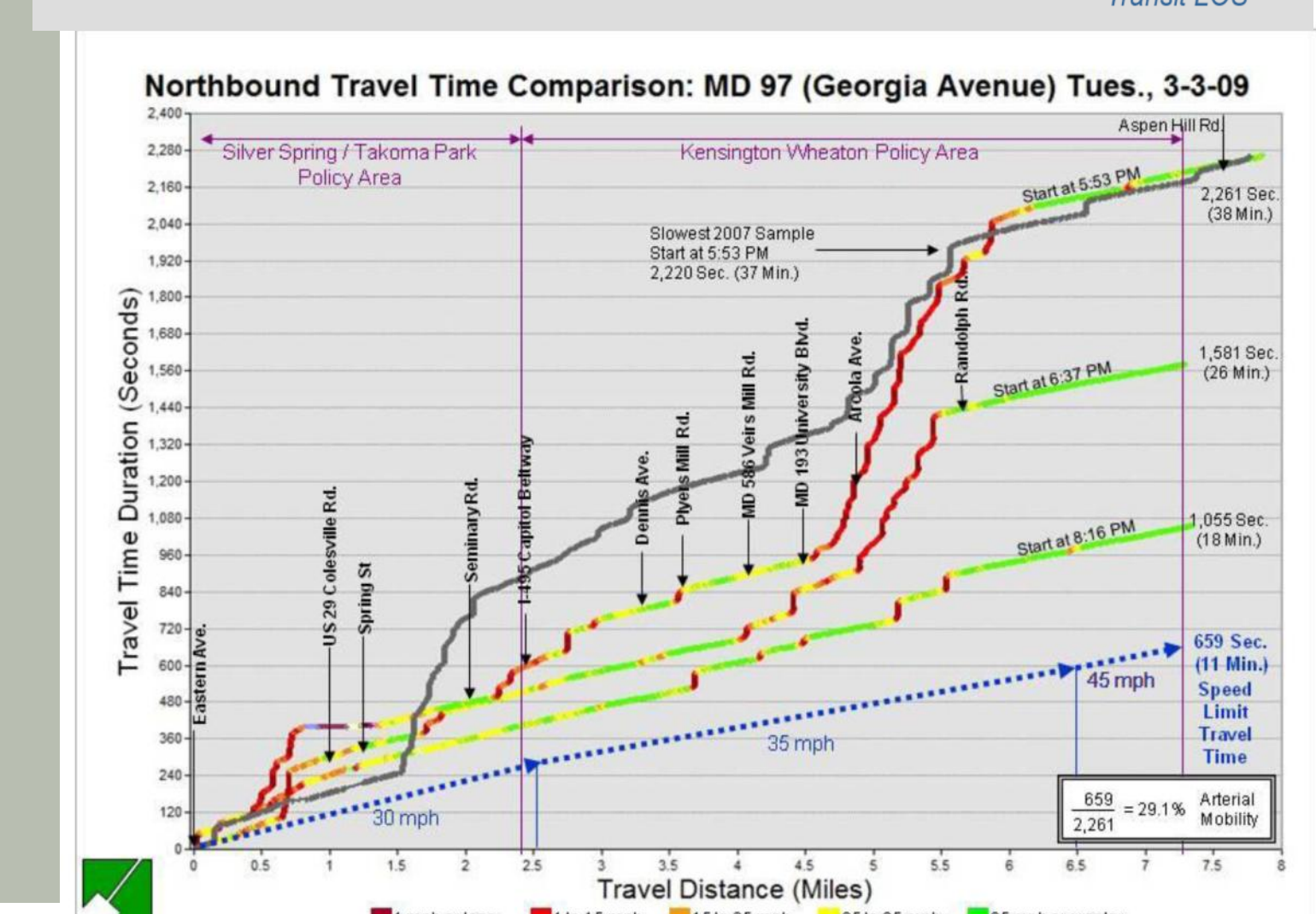
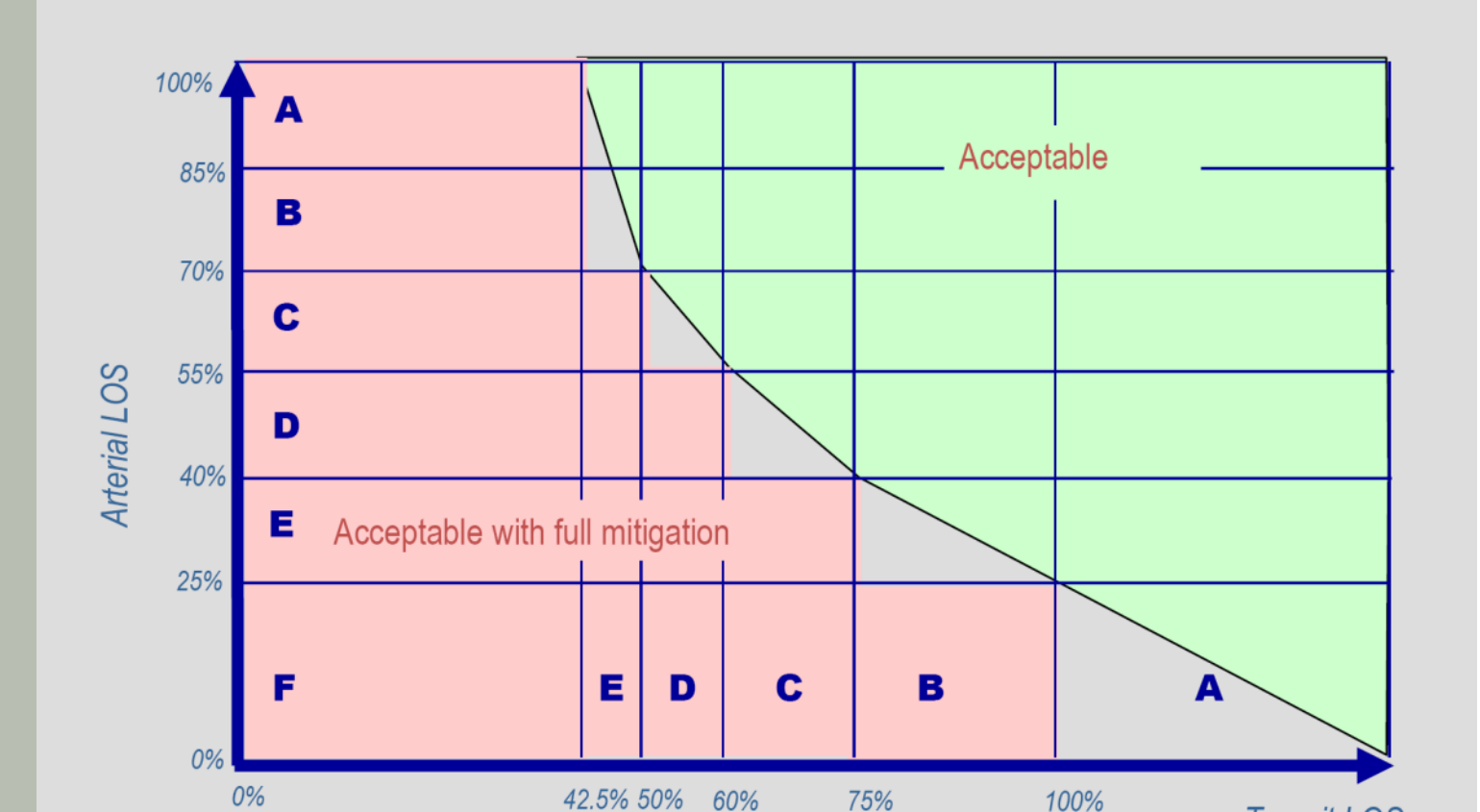
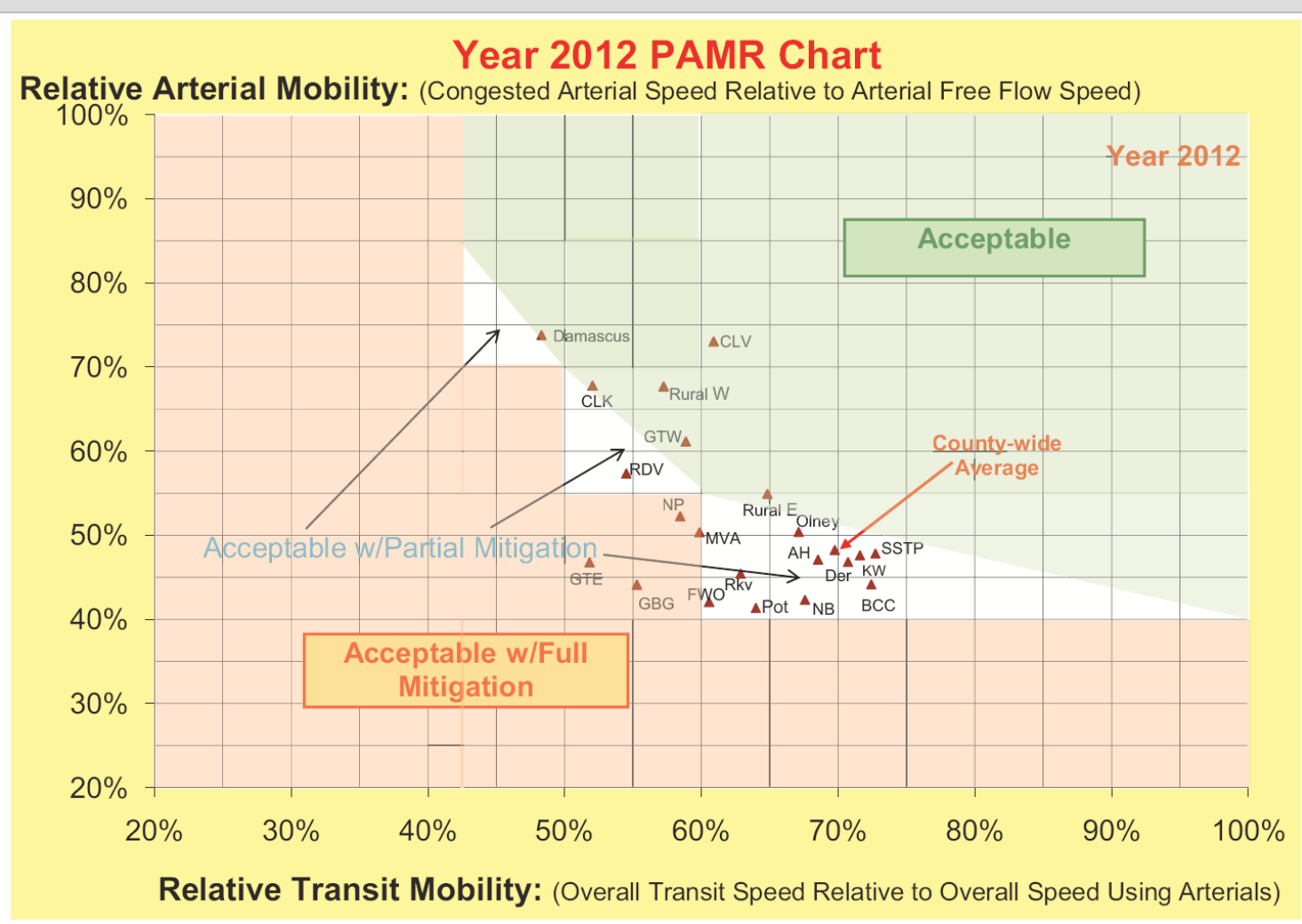
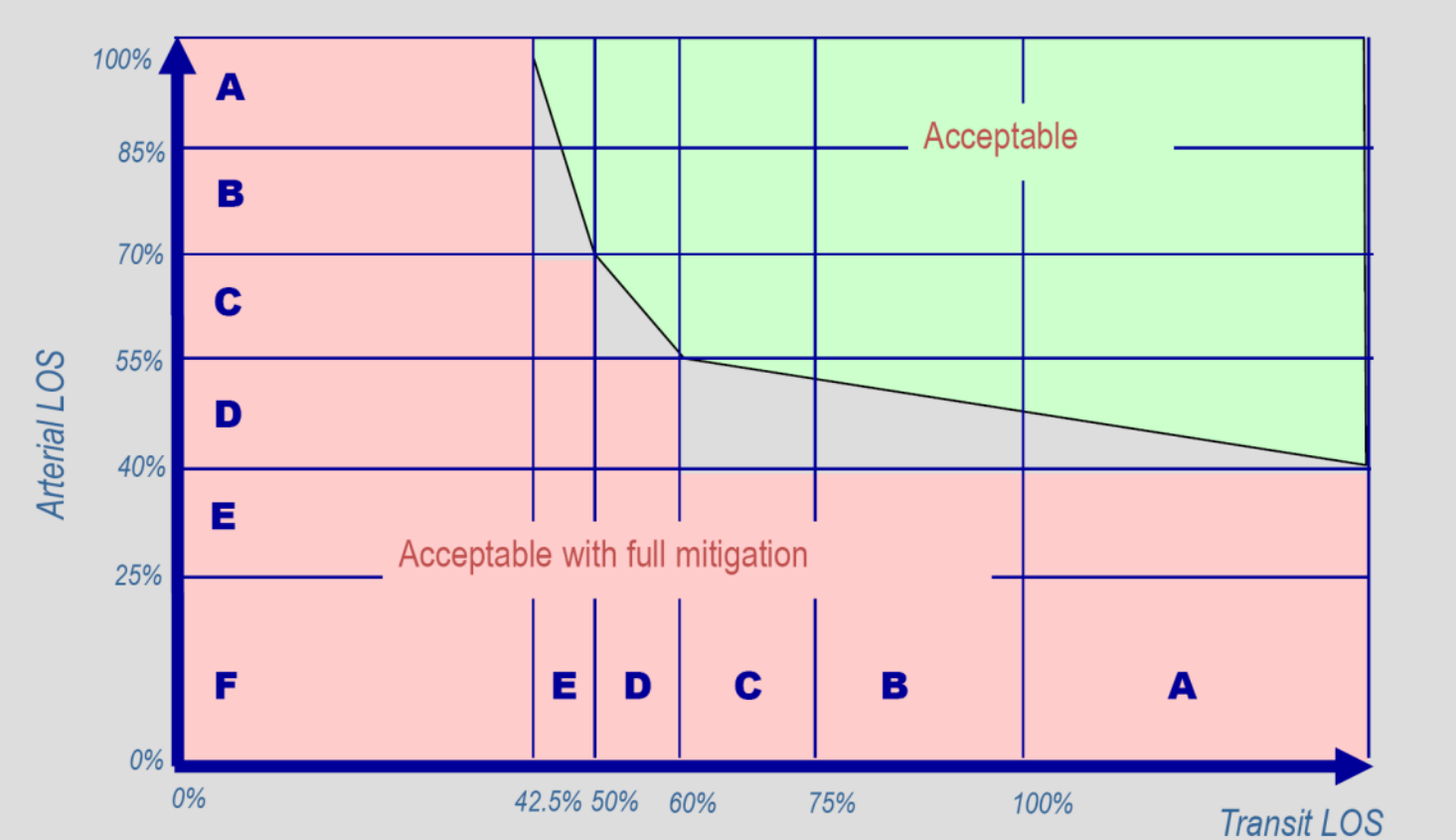
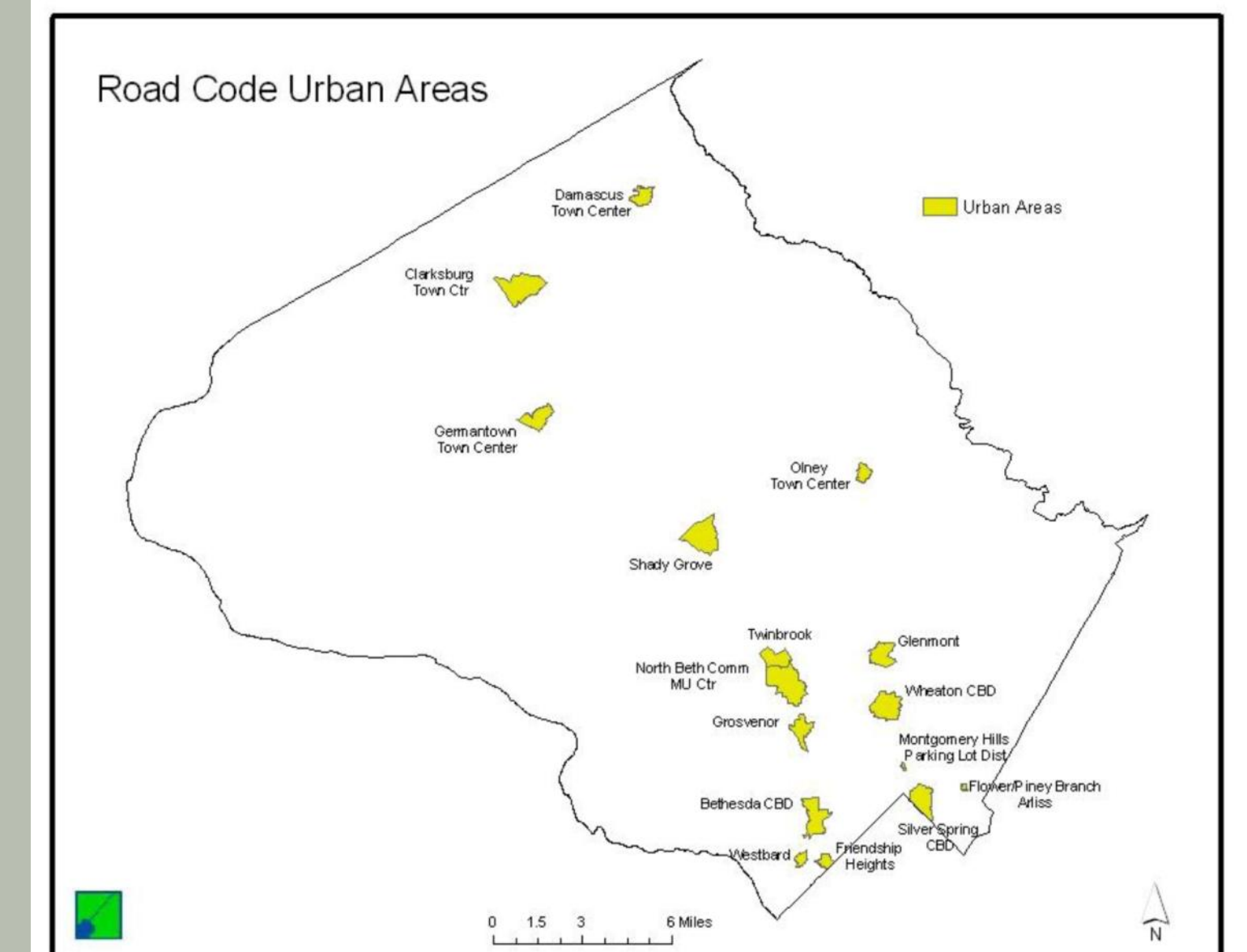
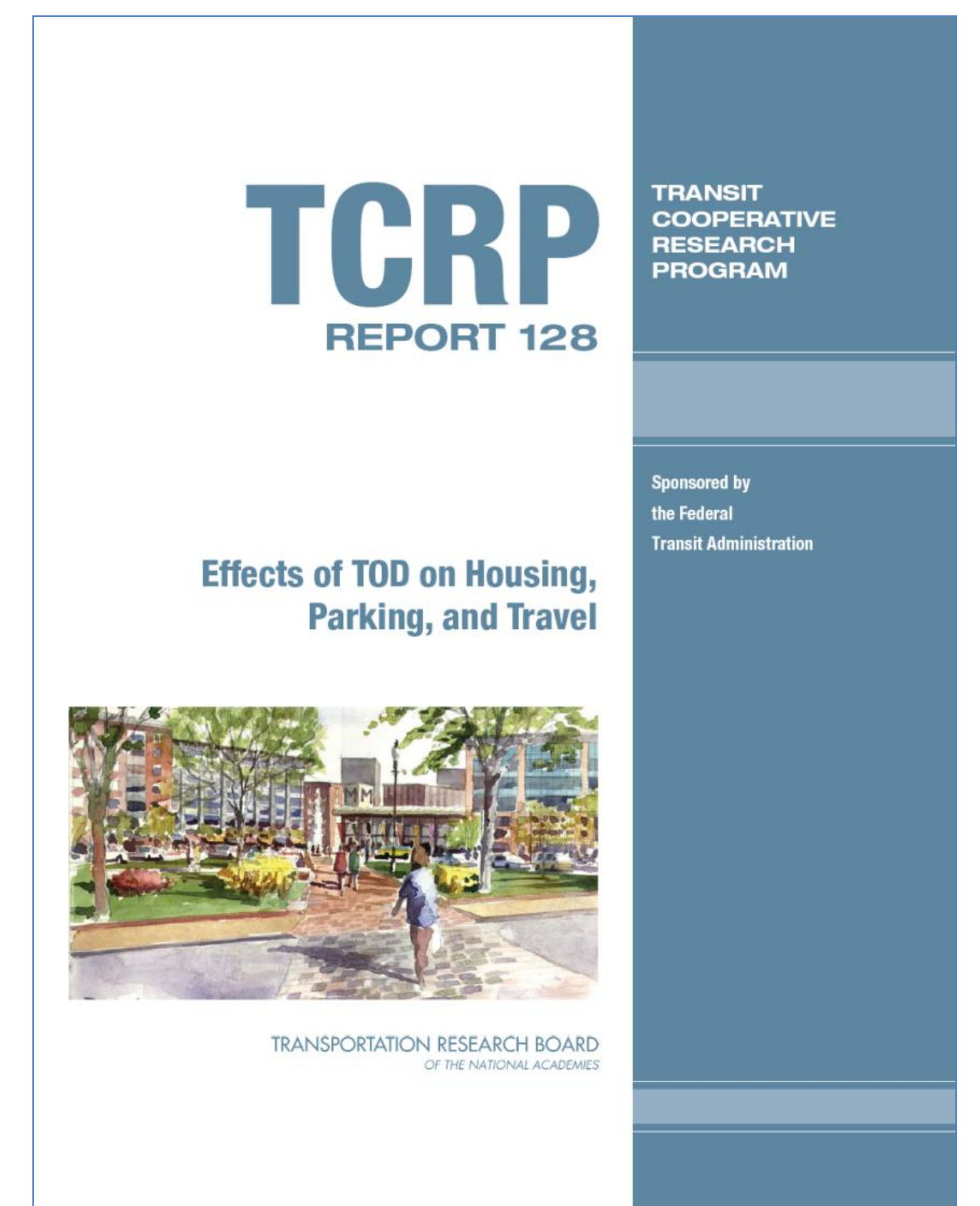


Table C-2
Weekday Morning and Evening Peak Hour Trip Generation Rates for the Silver Spring CBD

| Land Use | Morning | | | Evening | | |
|------------------------------------|---------|------|-------|---------|------|-------|
| | Rate | % In | % Out | Rate | % In | % Out |
| Office (existing vacant/1,000 sf) | 1.80 | 85 | 15 | 1.60 | 15 | 85 |
| Office (pending + future/1,000 sf) | 1.40 | 85 | 15 | 1.40 | 15 | 85 |
| Industrial (1,000 sf) | 1.00 | 85 | 15 | 1.00 | 15 | 85 |
| Retail (1,000 sf) | 0.50 | 50 | 50 | 2.00 | 50 | 50 |
| Residential (high rise) | 0.30 | 20 | 80 | 0.30 | 70 | 30 |
| Residential (townhouse) | 0.45 | 20 | 80 | 0.45 | 67 | 33 |
| Hotel (room) | 0.20 | 60 | 40 | 0.20 | 55 | 45 |

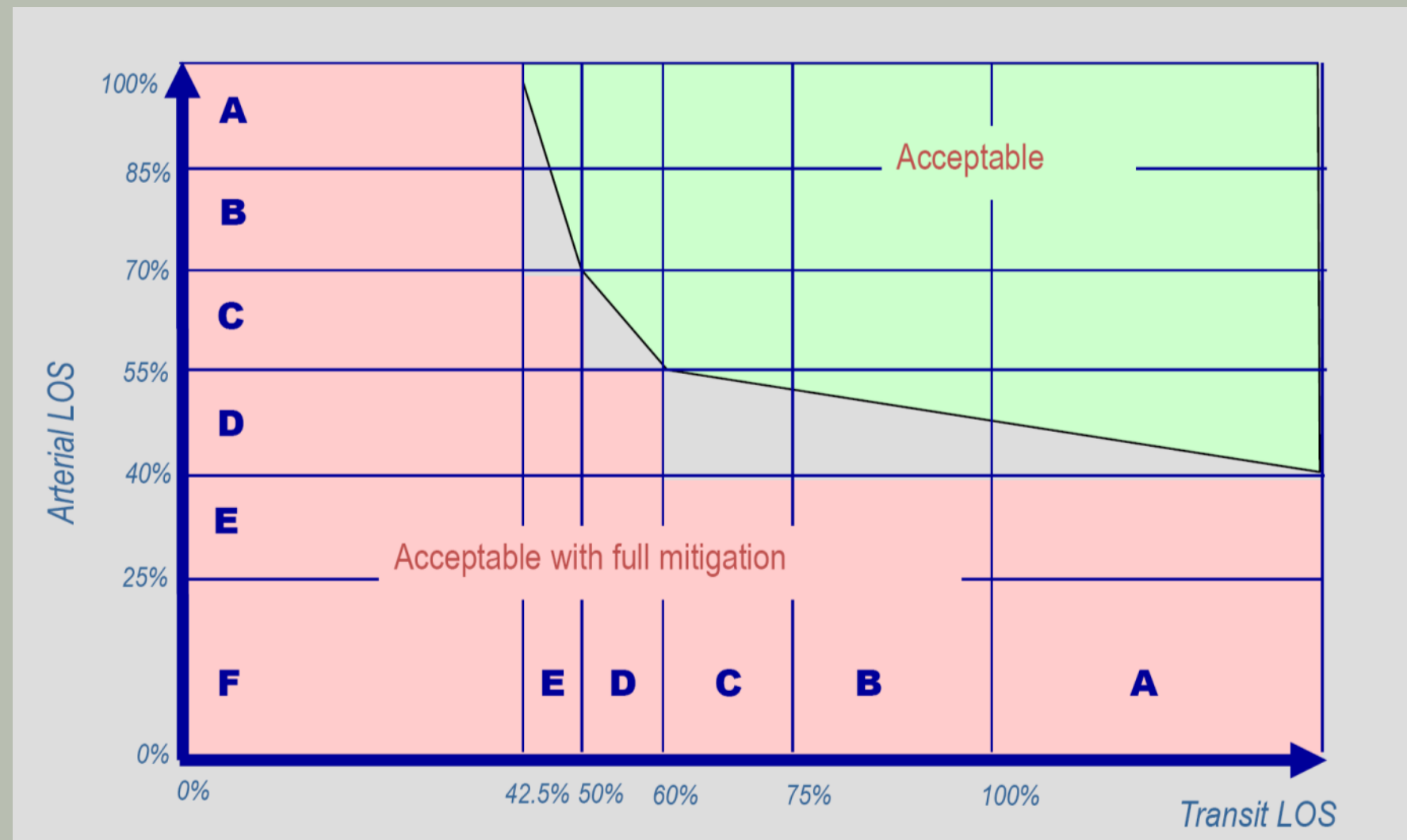
Table 5
Graduated and Maximum Trip Credits Related to Congestion Standards

| Non-Automobile Transportation Facility | Trip Credit vs Congestion Standard | | |
|---|------------------------------------|-----------|------|
| | 1350-1500 | 1550-1600 | 1800 |
| 100 linear feet of five-foot wide sidewalk | 0.5 | 0.75 | 1.0 |
| 100 linear feet of eight-foot wide bike path | 0.5 | 0.75 | 1.0 |
| Curb Extension/Pedestrian Refuge Island/Handicap Ramp | 2.0 | 3.0 | 4.0 |
| Accessible or Countdown Pedestrian Signals/Intersection | 1.0 | 2.0 | 3.0 |
| Bus Shelter | 5.0 | 7.5 | 10.0 |
| *Super* Bus Shelter | 10.0 | 15.0 | 20.0 |
| Bus Bench with Pad | 0.5 | 0.75 | 1.0 |
| Information Kiosk | 1.5 | 3.0 | 4.5 |
| Bike Locker (set of eight) | 2.0 | 3.0 | 4.0 |
| Real-Time Transit Information Sign | 10.0 | 15.0 | 20.0 |
| Static Transit Information Sign | 0.25 | 0.4 | 0.5 |
| Maximum Trip Credits | 60 | 90 | 120 |



What is Policy Area Mobility Review (PAMR)?

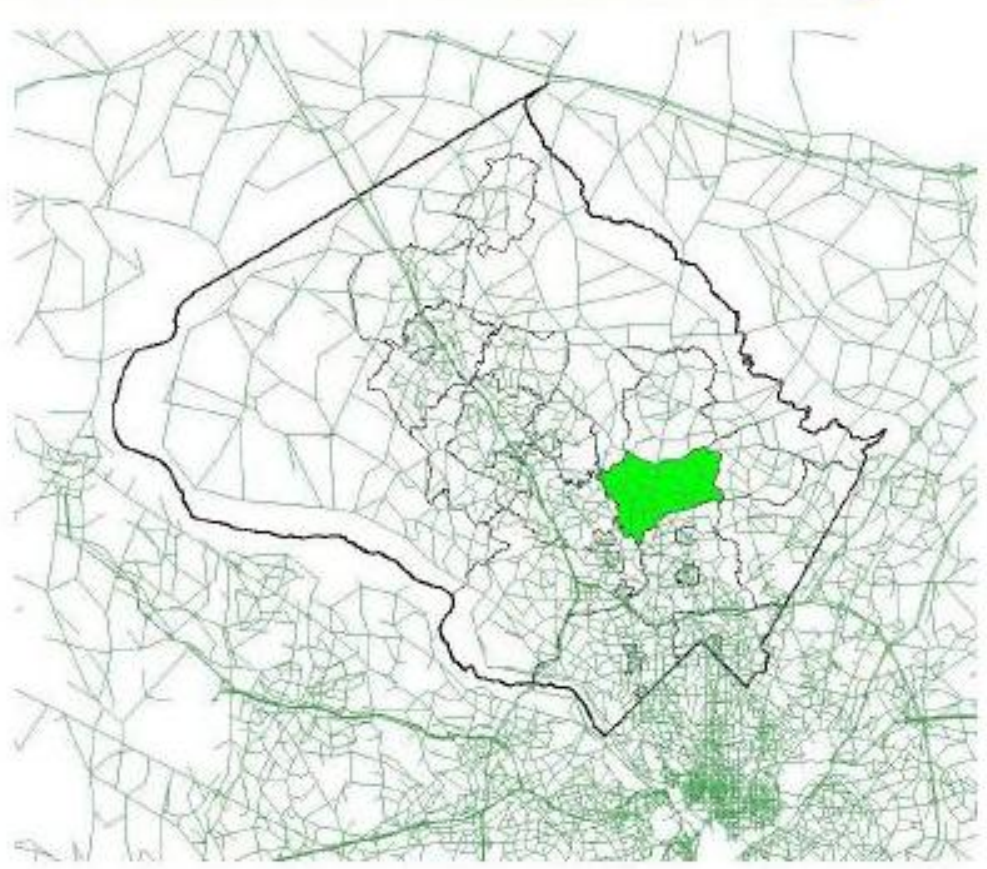
Policy Area Mobility Review is an areawide assessment of mobility adequacy that considers the level of delay associated with rush hour congestion and the degree to which transit service provides a time-competitive alternative to auto travel.



Level of Service (LOS) grades are like those received in grade school: A is best and F is worst. One important difference is that while LOS A provides the best service for each customer, the most efficient use of resources to move people and goods on roadways occurs at LOS E, when roads are well used (but not gridlocked), even though all customers experience some delay.

County requirements for areawide Arterial LOS and Transit LOS reflect County policy that transportation mobility should be multi-modal. Areas with better transit service are not as reliant on auto travel; consequently more congestion can be accepted as transit LOS improves.

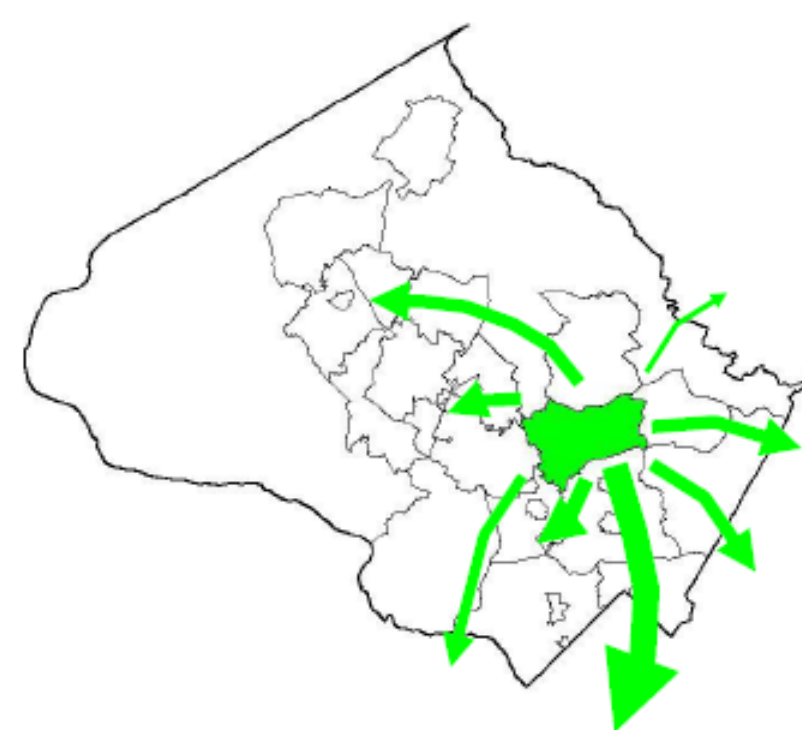
Relative Arterial Mobility



- Aspen Hill, 2005**
- 86 lane miles
 - 167,000 VMT
 - 5,000 VHT free
 - 11,000 VHT cong.
 - 33 MPH free
 - 15 MPH cong.
 - 45% Relative Arterial Mobility

How much slower is traffic during rush hours?

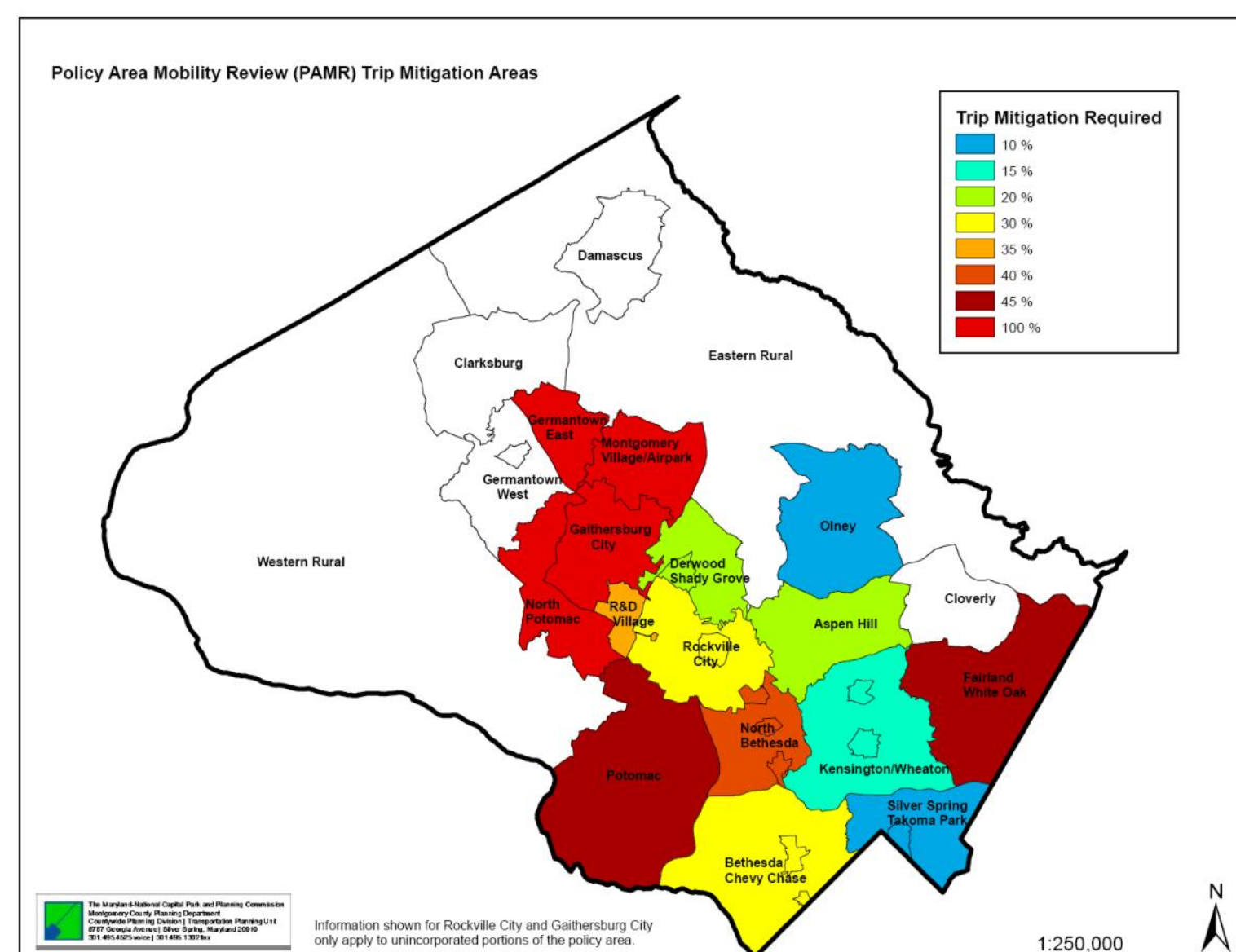
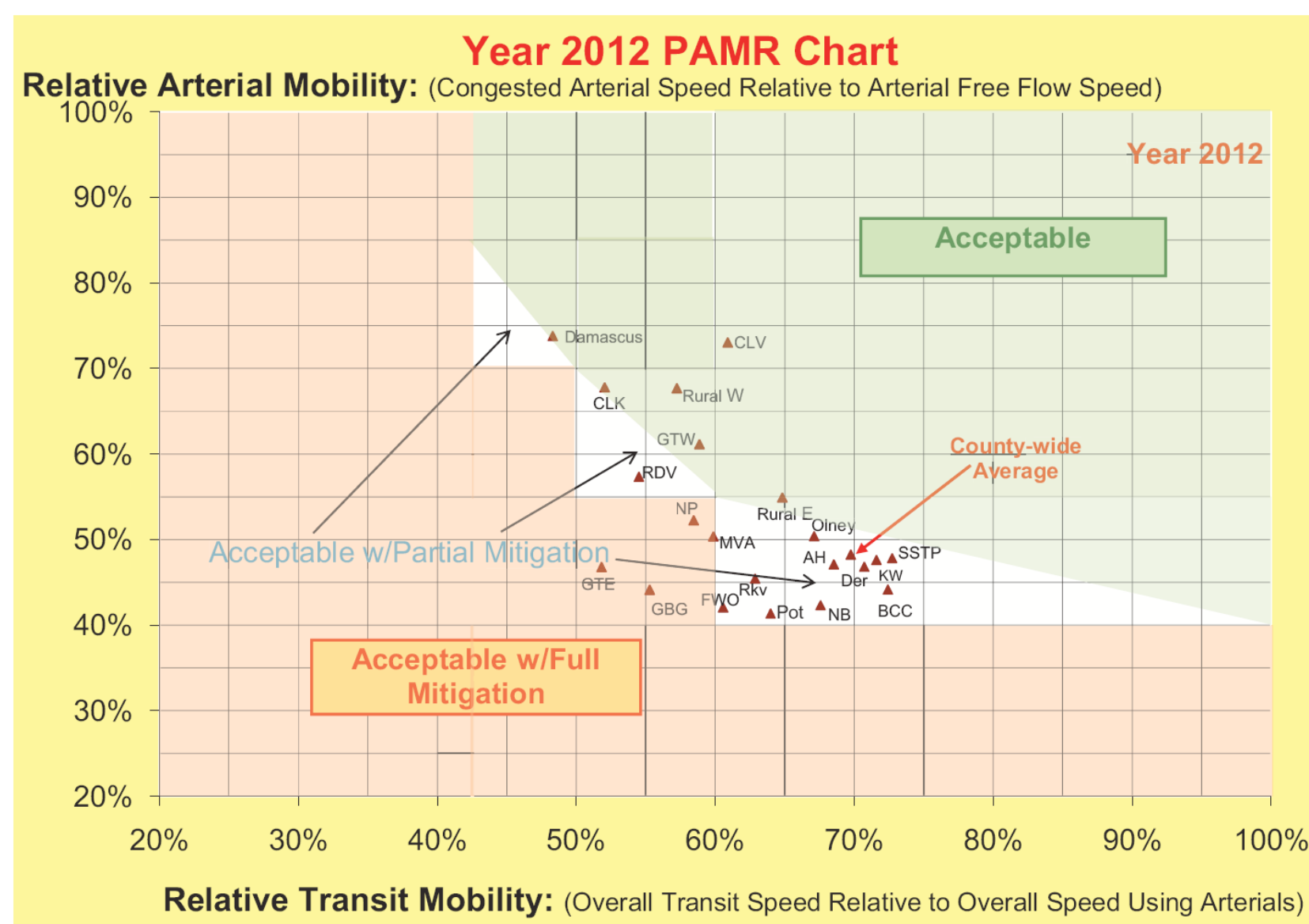
Relative Transit Mobility



- Aspen Hill, 2005**
- 25,000 households
 - 32,000 trips to work
 - 15% by transit
 - 55 min - transit
 - 31 min - auto
 - Relative Transit Mobility = 69%

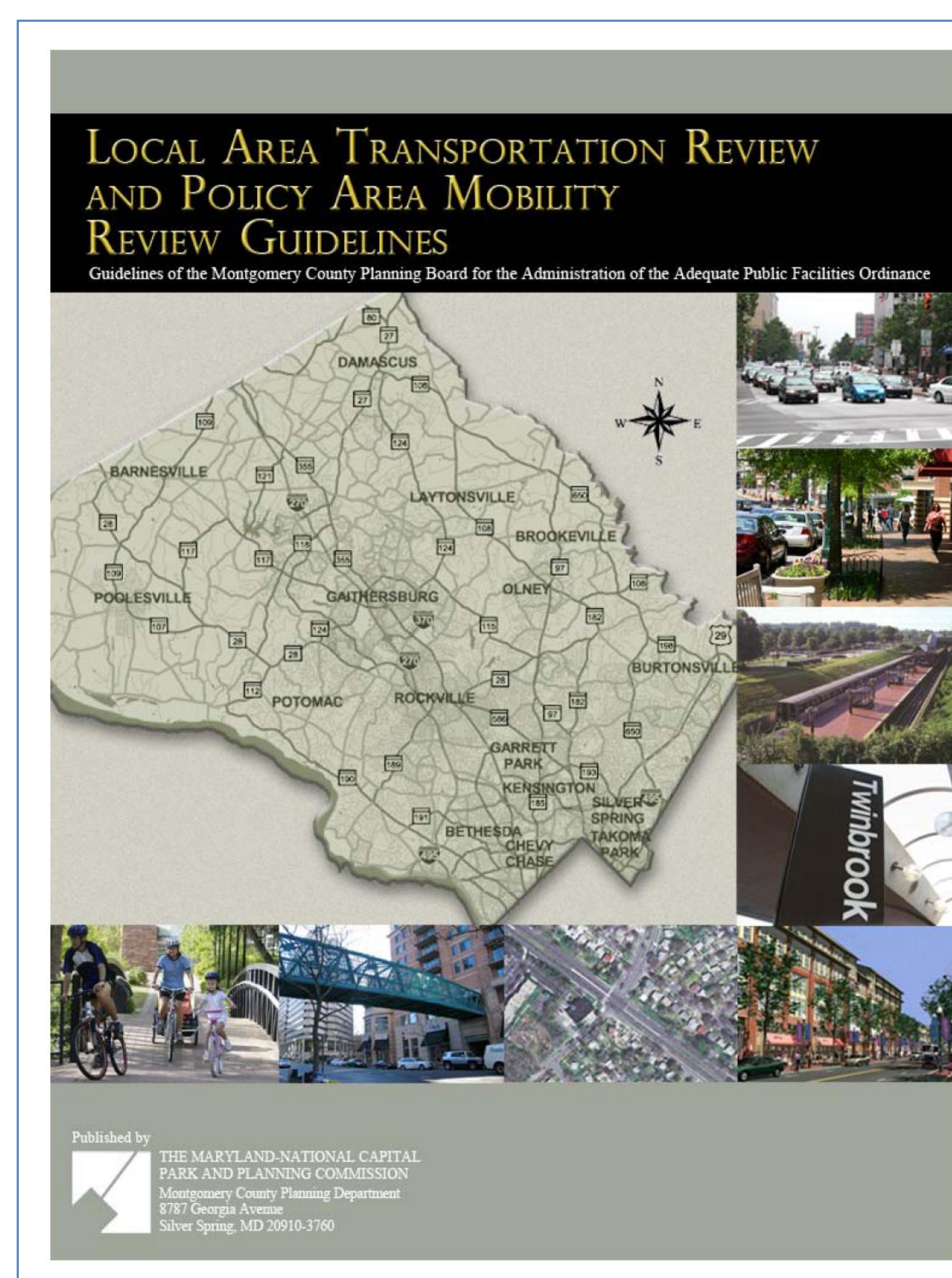
How competitive is transit service?

Relative Arterial Mobility and Relative Transit Mobility are calculated for each of the County's 21 PAMR policy areas for current conditions and forecasted conditions considering approved development and roadway and transit improvements.



PAMR mitigation requirements for all developments in a given policy area are based on the forecasted future year travel conditions for each Policy Area and the LOS standards. PAMR mitigation techniques include trip reduction agreements and construction of off-site improvements like streets, sidewalks, or transit service.

Policy Area Mobility Review is applied in conjunction with **Local Area Transportation Review** to assess the transportation adequacy of new development. The Local Area Transportation Review tests examines intersection capacity near each development site. A development may need to take mitigating action under either or both review processes, depending upon its location and size.



Additional information is available in the Planning Board's **Local Area Transportation Review and Policy Area Mobility Review Guidelines**.

http://www.montgomeryplanning.org/Transportation/latr_guidelines/latr_guidelines_2008.shtm

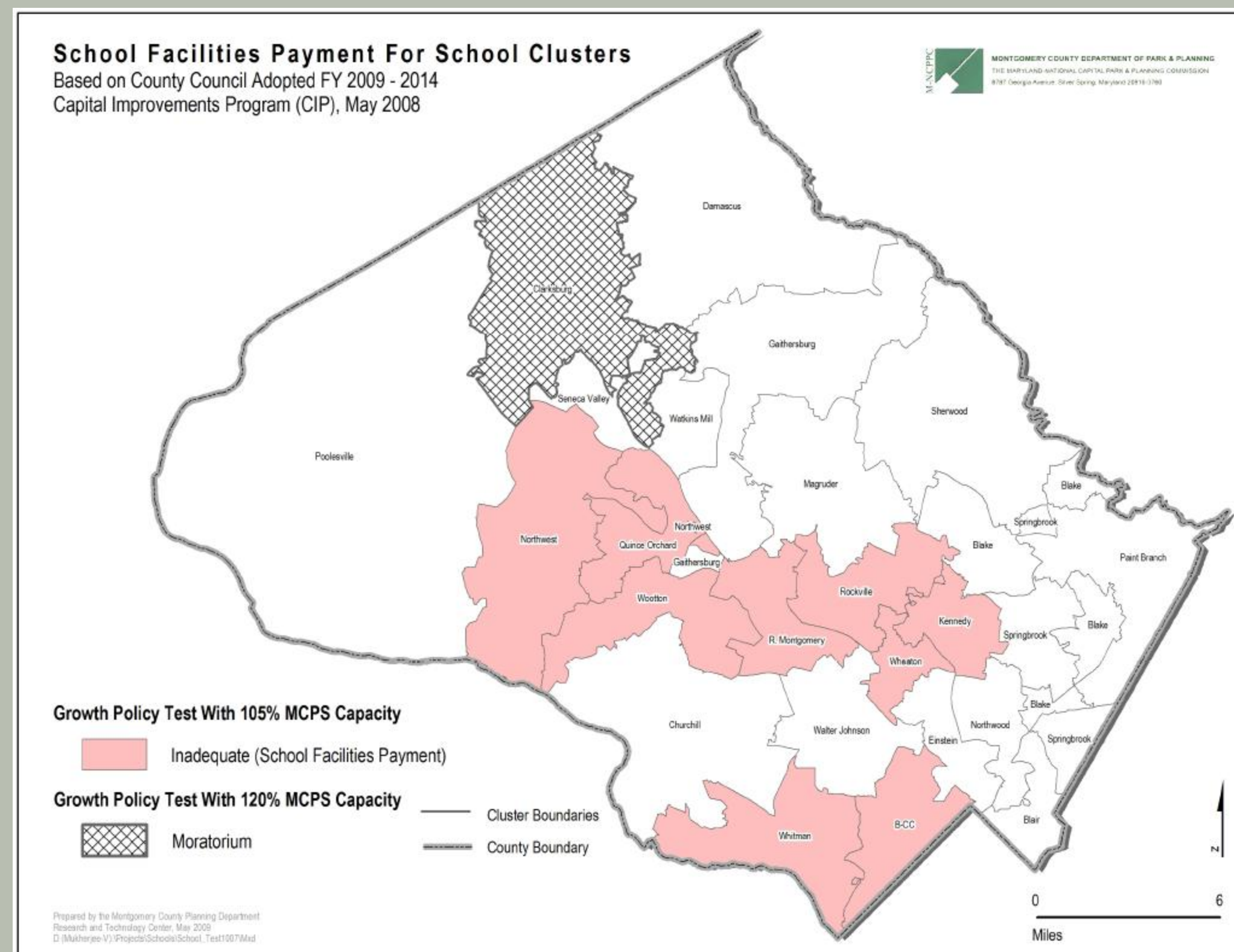
Proposed Changes to School Adequacy Tests

Staff recommends the school test threshold at which a School Facility Payment be revised, retaining the current threshold for moratorium.

current

The current threshold for application of a School Facility Payment is when projected enrollment reaches 105% of projected program capacity at the elementary, middle or high school level by cluster.

The current threshold for moratorium on development approvals is when projected enrollment reaches 120% of program capacity at the elementary, middle or high school level by cluster.



Summary of School Test for FY 2009
Based on County Council Adopted FY 2009–2014 CIP
May 27, 2008

| School Test Level | Description | Cluster Outcomes by Level | | |
|--|---|---|-------------------|-----------------|
| | | Elementary Inadequate | Middle Inadequate | High Inadequate |
| Clusters over 105% utilization School facility payment required in inadequate clusters to proceed. | 5-year test Effective July 1, 2008 Test year 2013-14 Based on County Council Adopted FY 2009–2014 CIP | B-CC Kennedy Richard Montgomery Northwest Quince Orchard Rockville Wheaton Whitman | None | Wootton |
| Clusters over 120% utilization Moratorium required in clusters that are inadequate. | 5-year test Effective July 1, 2008 Test year 2013-14 Based on County Council Adopted FY 2009–2014 CIP | None | Clarksburg | Clarksburg |

Note: The Clarksburg cluster exceeds 105% utilization at all 3 levels. However, since this cluster exceeds 120% at the middle and high school levels, the cluster is in moratorium.

proposed

The proposed threshold for application of a School Facility Payment is when projected enrollment reaches 110% of projected program capacity at the elementary, middle or high school level by cluster.

In the 2009-2011 Growth Policy staff does not propose to change the threshold for moratorium, thus recommending that it remain at 120%.



What is sustainable growth?

The fundamentals for achieving sustainable growth:

connections

Connecting people to schools, stores, transit, parks & entertainment
 Providing convenient public transportation
 Ensuring adequate roads



environment

Improving air quality through building efficiency and lessening dependence on cars
 Advancing efforts to preserve the Chesapeake Bay by reducing runoff
 Generating energy closer to home



design

Building vibrant streetscapes that showcase civic life
 Encouraging green buildings that integrate into their surroundings
 Focusing on dynamic public gathering spaces



diversity

Attracting people of all ages, incomes and cultures
 Offering housing choices that accommodate a range of ages and family needs
 Creating a mix of homes, jobs, shopping and public places within reach

Resources:

California SB 375
 LEED
 TCRP 128
 Carbon Offsets

PILOT VERSION
 LEED for Neighborhood Development
 Rating System



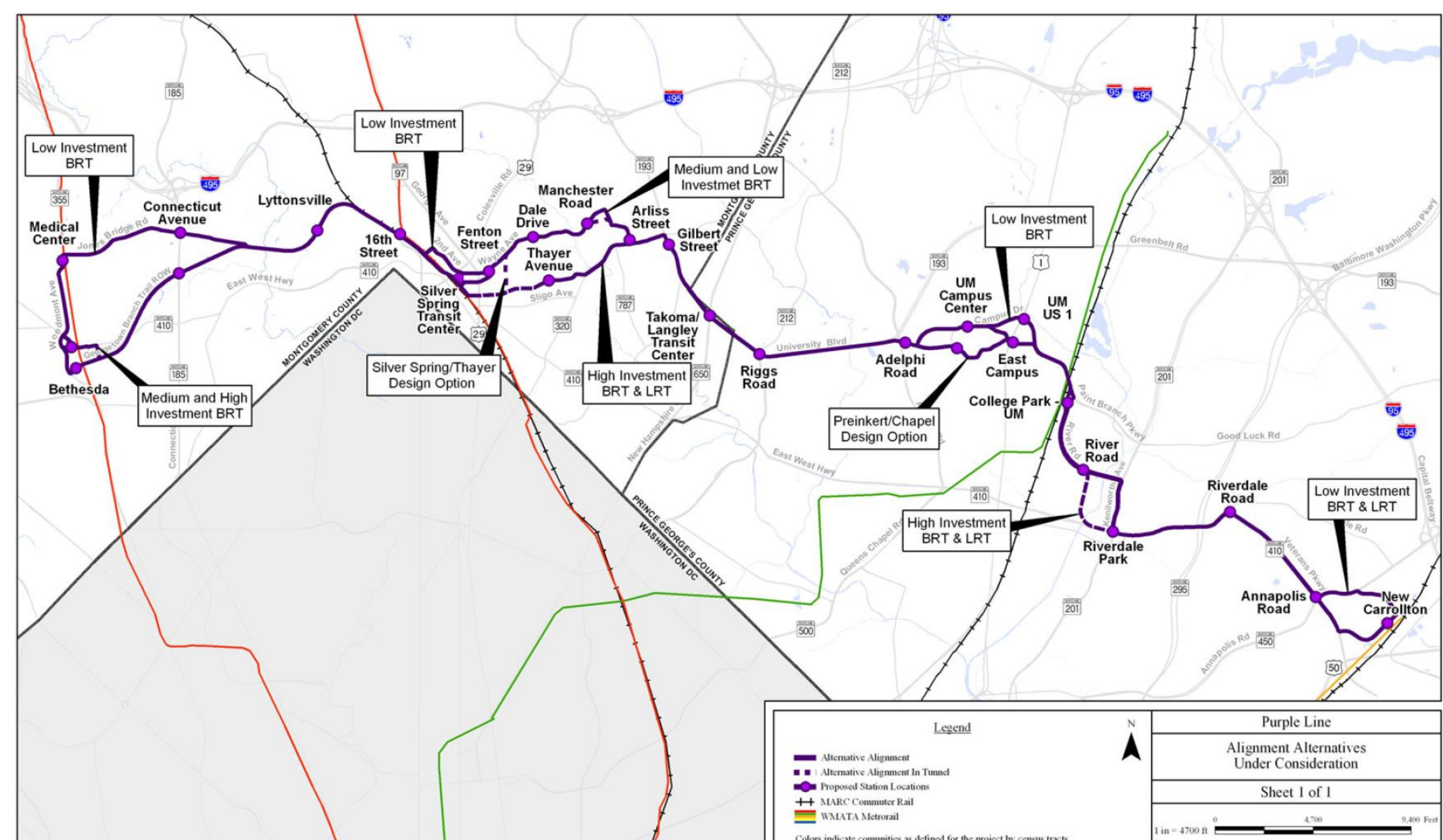
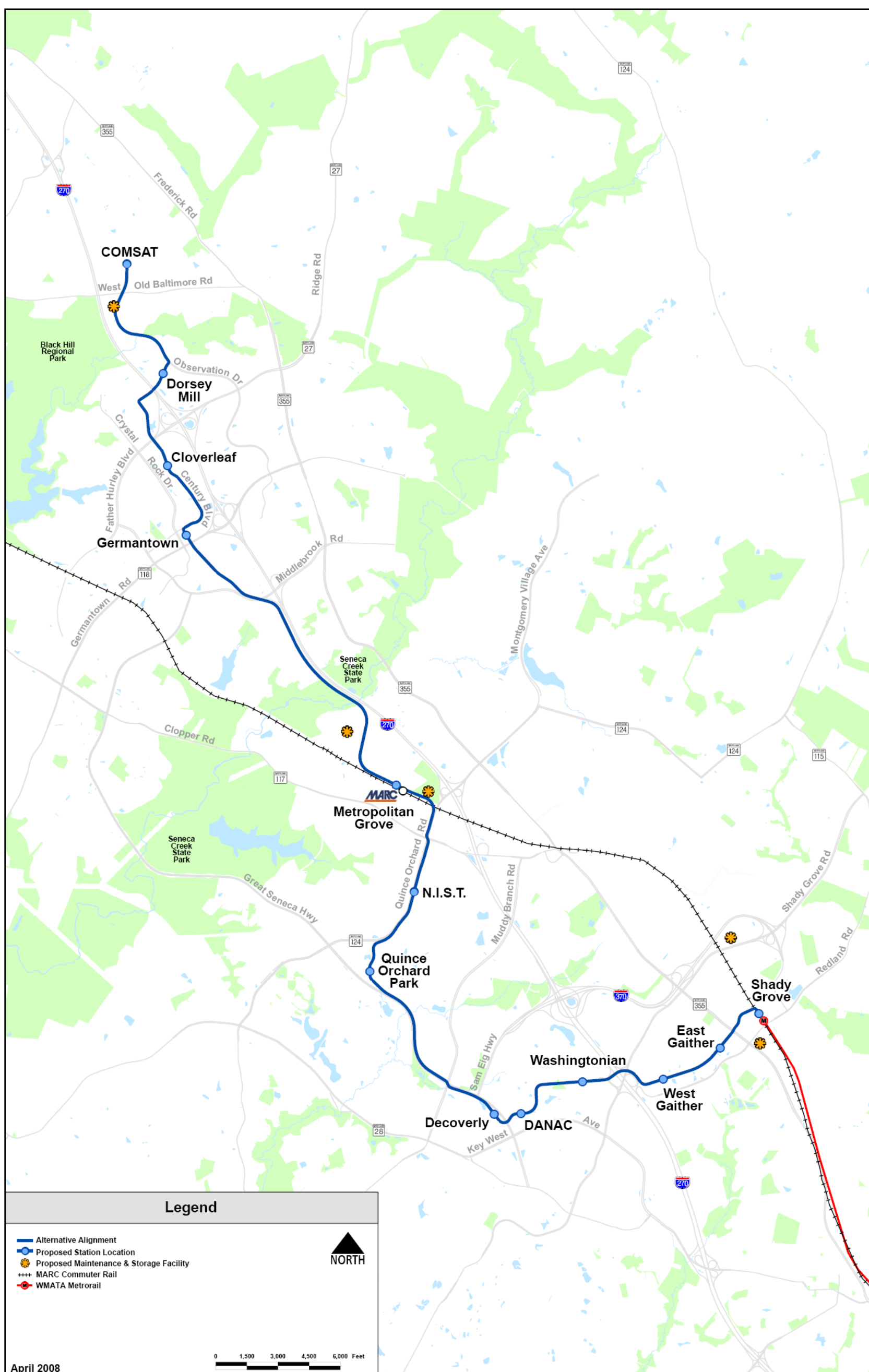
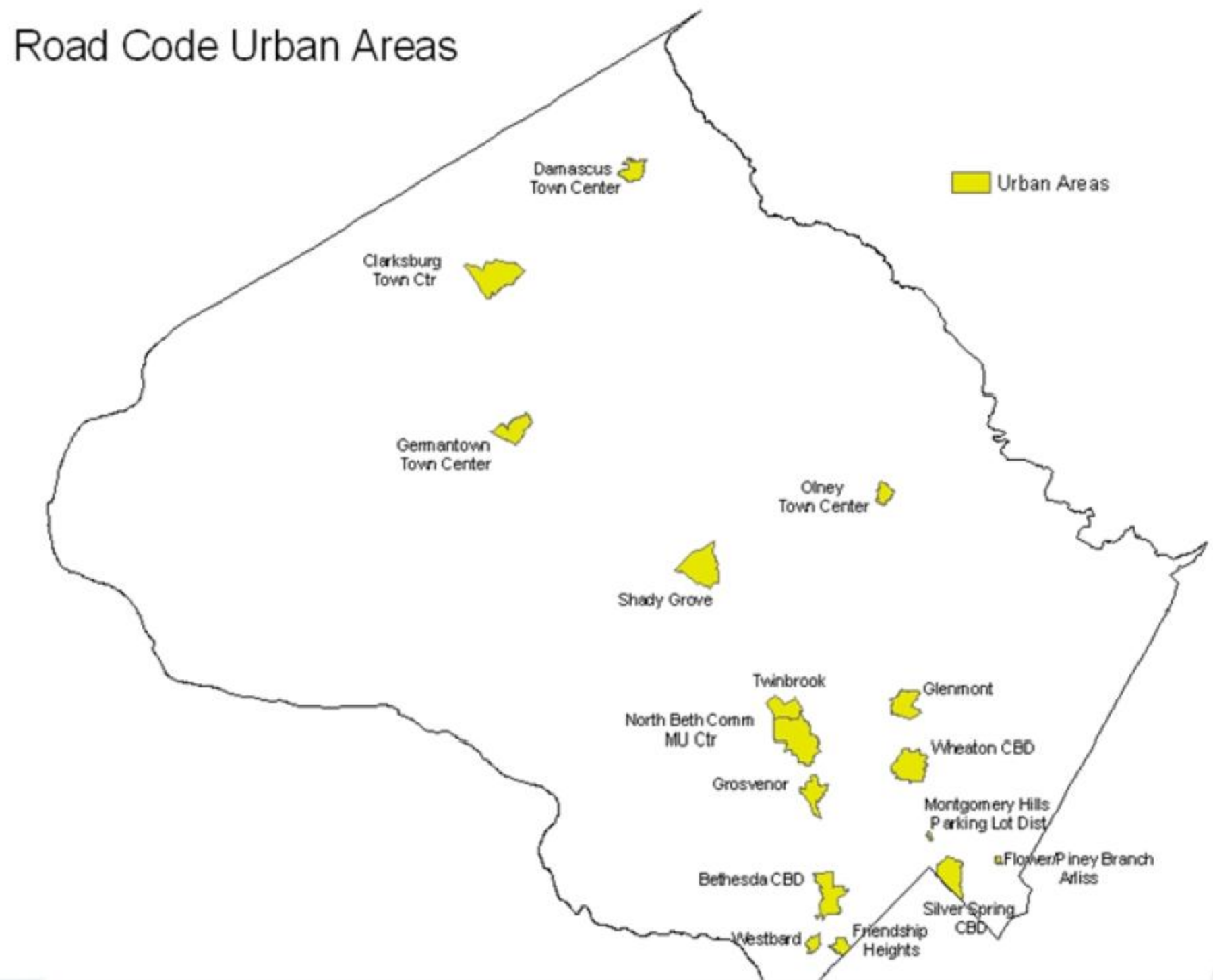
| |
|---|
| California SB 375 |
| SB 375 will require planning on a regional scale, in a manner designed to reduce vehicle use and associated ghg emissions. Emphasis on transit oriented development and sustainability. |
| Municipal Impacts: |
| <ul style="list-style-type: none"> California Transportation Commission will be required to adopt guidelines for the development and use of travel demand models Metropolitan Planning Organizations will receive GHG targets; they will be required to create a Sustainable Communities Strategy to meet their target A Regional Housing Needs Assessment will be conducted that conforms to the SCS; Regional planning agencies will be required to provide local governments with a housing allocation representing their fair share of growth |
| Project Specific Impacts: |
| <ul style="list-style-type: none"> Residential and mixed-use projects that are consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a SCS or APS are eligible for a streamlined CEQA review whereby the review does not have to cover growth-inducing impacts; nor does it have to cover either project-specific or cumulative impacts dealing with climate change In addition, Transit Priority Projects are also eligible for the same streamlined review offered to residential and mixed-use projects. <p>Transit Priority Projects area defined as those – containing at least 50% residential use, having a minimum net density of 20 units per acre, having an FAR for the commercial portion at .75, and be located within ½ mile of either a rail stop, ferry terminal, or bus line with 15-minute headways</p> <ul style="list-style-type: none"> A full CEQA exemption can be obtained for Transit Priority Projects that meet the following criteria: no bigger than 8 acres or 200 units, can be served by existing utilities, will not have a significant effect on historic resources, buildings exceed energy efficiency standards, and they provide any of the following: 5 acres of open space, 20% moderate income housing, 10% low income housing, or 5% very low income housing |



| | |
|---|--|
| LEED ND Model: Revised (2009) | |
| Smart Location and Linkage: | |
| Prerequisite: | Smart location Proximity to water/sewer infrastructure Conservation of wetlands/farmland/ecological species conservation Flood plain avoidance |
| Credits: | Preferred location 10 Brownfield redevelopment 2 Reduced automobile dependence 7 Bicycle network and storage 1 Housing and jobs proximity 3 Steep slope protection 1 Site design for habitat or wetlands 1 Restoration of habitat or wetlands 1 Conservation management of habitat or wetlands 1 Total 27 points |
| Neighborhood Pattern & Design: | |
| Prerequisite: | Walkable streets Compact development Connected and open community |
| Credits: | Walkable streets 12 Compact development 6 Diversity of uses 4 Mixed-income diverse communities 7 Reduced parking footprint 1 Street network 2 Transit facilities 1 Transportation demand management 2 Access to public spaces 1 Access to active public spaces 1 Universal accessibility 1 Community outreach and involvement 2 Local food production 1 Tree-lined and shaded streets 2 Neighborhood schools 1 Total 44 points |
| Green Construction and Technology: | |
| Prerequisite: | Certified green building Minimum building energy efficiency Minimum building water efficiency Construction activity pollution prevention |
| Credits: | Certified green buildings 5 Building energy efficiency 2 Water efficient landscaping 1 Existing building reuse 1 Historic building preservation and adaptive reuse 1 Minimize site disturbance in design and construction 1 Stormwater management 4 Heat island reduction 1 Solar orientation 1 On-site renewable energy sources 3 District heating and cooling 2 Infrastructure energy efficiency 1 Wastewater management 3 Recycled content in infrastructure 1 Waste management infrastructure 1 Light pollution reduction 1 Total 29 points |
| Innovation and Design Process: | |
| Credits: | Innovation in design Total 6 points |
| Regional Priority Credits: | |
| Credits: | Regional priority credit Total 4 points |



Smart Growth Criteria



Montgomery County - Smart Growth Criteria

All projects must meet the following criteria to be considered for an exemption:

- Project must be mixed-use with a minimum 50% residential use (*SB375*) and
- Project must seek to achieve the maximum density of the site using 75% or more of the maximum density allowed in the zone (including all applicable bonuses) subject to limits in the Master or Sector Plan (*based on SB375*) and
- Building(s) exceeds energy efficiency standards by 17.5% for new buildings or by 10.5% for existing building renovation. Or, building(s) has on-site energy production such that 2.5% of the annual building energy cost is off-set by the renewable production system (*LEED New Construction/Major Renovation*)
- And, the project must provide either one of the following above and beyond that required for plan approval:
 - 1 workforce housing unit (whu) for x vehicle trips such that $x = [1/2(\text{total number of trips requiring mitigation}) / (\text{relative value of 1 whu to the cost of mitigating 1 trip})]$ rounded to the nearest whole number (*based on SB375*) or
 - 1 moderately-priced dwelling unit (mpdu) for y trips such that $y = [1/2(\text{total number of trips requiring mitigation}) / (\text{relative value of 1 mpdu to the cost of mitigating 1 trip})]$ rounded to the nearest whole number (*based on SB375*)

Mixed-Use Transit Proximity

Projects that meet the following criteria are eligible for 100% PAMR Exemption:

- Project must be located within 1/2 mile of an existing or planned major transit stop or high-quality transit corridor. A high-quality transit corridor means a corridor with fixed route bus service where service intervals are no longer than 15 minute during peak commute hours. A project shall be considered to be within one-half mile of a major transit stop if all parcels within the project have no more than 25% of their area farther than one-half mile from a transit stop or corridor and if not more than 10% of the residential units in the project are farther than one-half mile from the stop or corridor. A planned transit stop or corridor is one that is funded for construction within the first four years of the Consolidated Transportation Program and/or the Capital Improvement Program (*SB375*)

Mixed-Use Urban with Proximity to Basic Services

Projects that meet the following criteria are eligible for 50% PAMR Exemption:

- Project must be located within a *Road Code Urban Area* and be located within 1/2 mile of at least 10 *Basic Services* ;
- Basic Services* include but are not limited to: bank, place of worship, convenience grocery, day care, cleaners, fire station, beauty, hardware, laundry, library, medical/dental, senior care facility, park, pharmacy, post office, restaurant, school, supermarket, theater, community center, fitness center or museum, (*based on LEED for New Construction/Major Renovation*)

Smart Growth Criteria Proposal Examples

How would the Smart Growth Criteria apply to actual development cases? The following charts show how two hypothetical developments on a similarly sized piece of land would incent more efficient development.

Case Study #1. Metro Station Policy Area (Such as Twinbrook) With 40% PAMR Mitigation Requirement

| Lot Area (Square Feet) | Floor Area Ratio | | Proposed Development | | | | | PAMR Trips Mitigated | | PAMR Cost | |
|--|------------------|----------|----------------------|--------|-------------|-------------------------|--------|----------------------|-------|-----------|--------------|
| | Allowed | Proposed | Office | Retail | Residential | Additional MPDU or WFDU | TOTALS | Percent | Total | Per Trip | Total |
| | | | | | Base | | | | | | |
| Initial Proposal | 100000 | 3.00 | 1.50 | 55% | 45% | 0% | 1000 | 100% | | | |
| Percent FAR by Use | | | | | | | | | | | |
| Average Size of Dwelling Unit (SF) | | | | | | 1000 | 1000 | | | | |
| Square Footage by Type | | | | 82500 | 67500 | 0 | 0 | 150000 | | | |
| Number of Dwelling Units | | | | | | 0 | 0 | | | | |
| Peak Hour Trips Generated (retail at 75% pass-by) | | | | 139 | 209 | 0 | 0 | 348 | 40% | 139 | \$ 11,000 |
| Net Trip Generation Rate - Trips per 1000 Square Feet | | | | | | | | 2.32 | | | |
| PAMR Exemption | | | | | | | | | 0% | | \$ - |
| Net PAMR Cost | | | | | | | | | | | \$ 1,529,000 |
| Housing Mitigation Requirement | | | | | | | | | | | |
| Assumed Value of MPDU / WFDU | | | | | | \$ 50,000 | | | | | |
| Half the Value of PAMR Mitigation | | | | | | \$ 764,500 | | | | | |
| Number of Units Needed | | | | | | 15 | | | | | |
| Exemption Proposal #1 - Mixed Use Transit Proximity | | | | | | | | | | | |
| Percent FAR by Use | 100000 | 3.00 | 3.00 | 25% | 20% | 55% | 5% | 105% | | | |
| Average Size of Dwelling Unit (SF) | | | | | | 1000 | 1000 | | | | |
| Lot and Building | | | | | | | | | | | |
| Square Footage by Type | | | | 75000 | 60000 | 165000 | 15000 | 315000 | | | |
| Number of Dwelling Units | | | | | | 165 | 15 | | | | |
| Peak Hour Trips Generated (retail at 75% pass-by) | | | | 115 | 185 | 79 | 7 | 386 | 40% | 154 | \$ 11,000 |
| Net Trip Generation Rate - Trips per 1000 Square Feet | | | | | | | | 1.23 | | | |
| PAMR Exemption | | | | | | | | | 100% | | \$ 1,694,000 |
| Net PAMR Cost | | | | | | | | | | | \$ - |
| Exemption Proposal #2 - Proximity to Basic Services | | | | | | | | | | | |
| Percent FAR by Use | 100000 | 3.00 | 3.00 | 25% | 20% | 55% | 5% | 105% | | | |
| Average Size of Dwelling Unit (SF) | | | | | | 1000 | 1000 | | | | |
| Lot and Building | | | | | | | | | | | |
| Square Footage by Type | | | | 75000 | 60000 | 165000 | 15000 | 315000 | | | |
| Number of Dwelling Units | | | | | | 165 | 15 | | | | |
| Peak Hour Trips Generated (retail at 75% pass-by) | | | | 128 | 185 | 79 | 7 | 399 | 40% | 160 | \$ 11,000 |
| Net Trip Generation Rate - Trips per 1000 Square Feet | | | | | | | | 1.27 | | | |
| PAMR Exemption | | | | | | | | | 50% | | \$ 880,000 |
| Net PAMR Cost | | | | | | | | | | | \$ 880,000 |

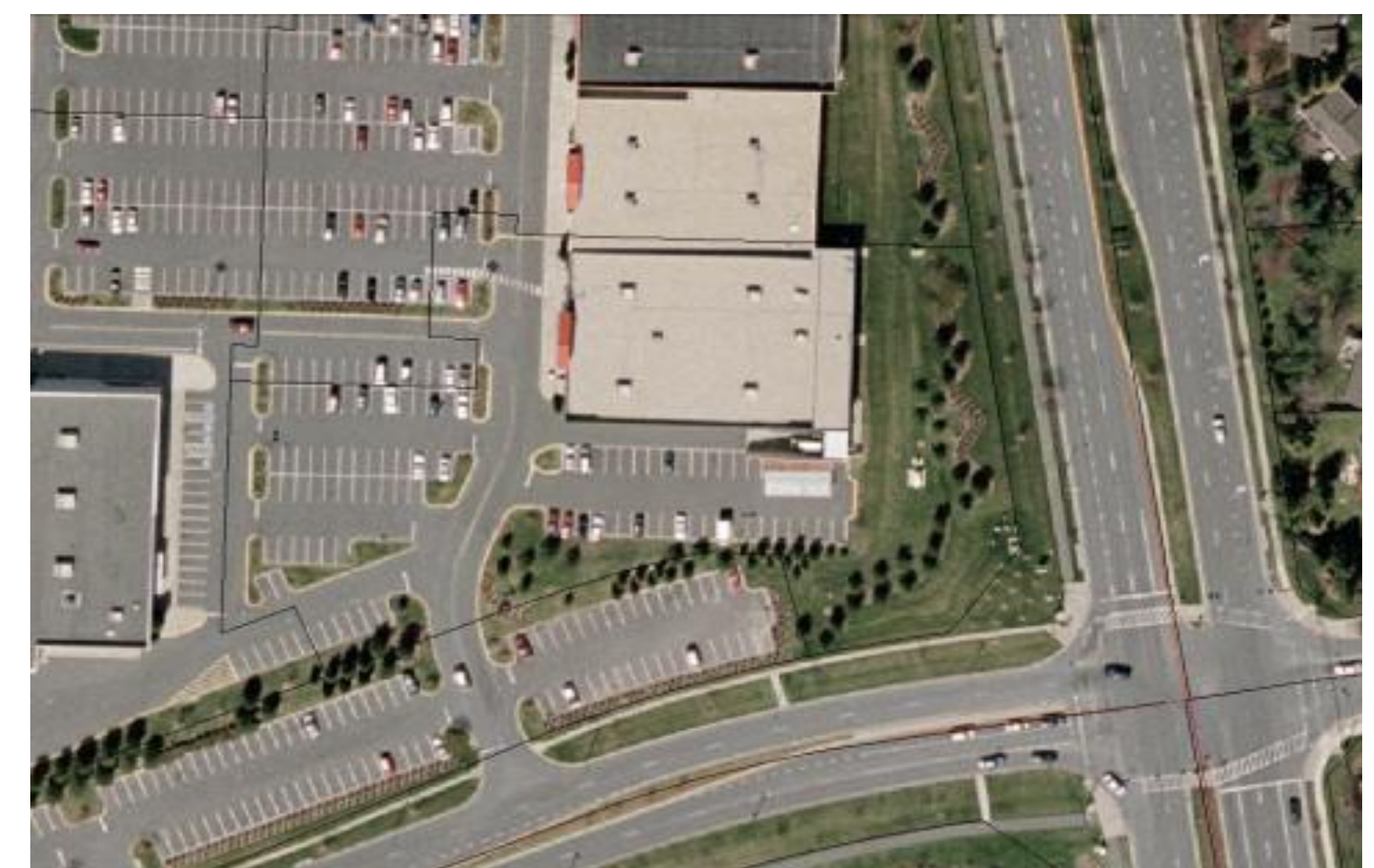
An urban commercial site could require \$1.5M in PAMR mitigation. But with 180 residential units (including 15 affordable units) added on a transit-oriented site, the mitigation could be waived.



Case Study #2. Suburban Area (Such as Germantown East) With 100% PAMR Mitigation Requirement

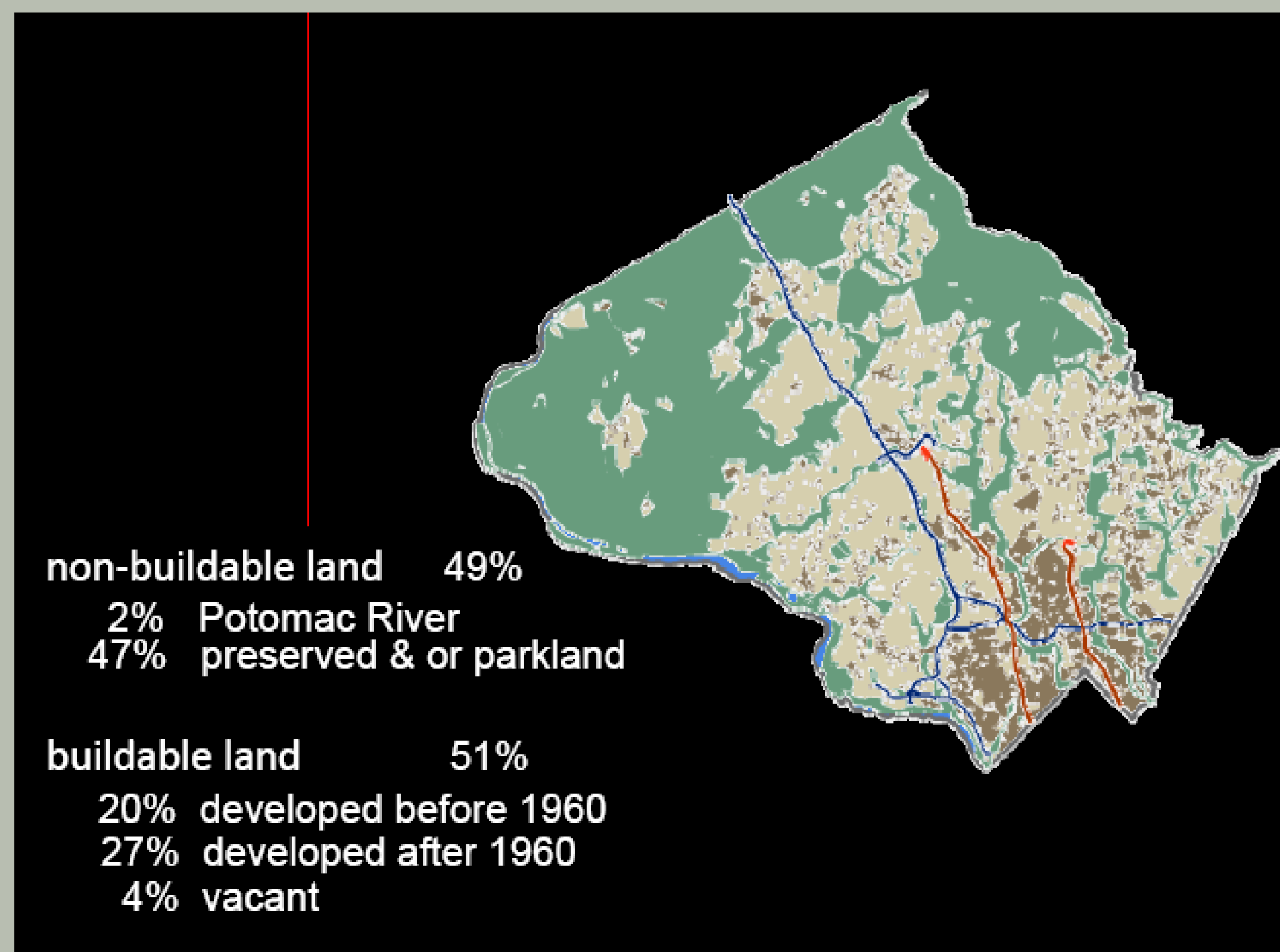
| Lot Area (Square Feet) | Floor Area Ratio | | Proposed Development | | | | | PAMR Trips Mitigated | | PAMR Cost | |
|--|------------------|----------|----------------------|--------|-------------|-------------------------|--------|----------------------|-------|-----------|--------------|
| | Allowed | Proposed | Office | Retail | Residential | Additional MPDU or WFDU | TOTALS | Percent | Total | Per Trip | Total |
| | | | | | Base | | | | | | |
| Initial Proposal | 100000 | 1.00 | 0.50 | 90% | 10% | 0% | 1200 | 100% | | | |
| Percent FAR by Use | | | | | | | | | | | |
| Average Size of Dwelling Unit (SF) | | | | | | 1200 | 1200 | | | | |
| Square Footage by Type | | | | 45000 | 5000 | 0 | 0 | 50000 | | | |
| Number of Dwelling Units | | | | | | 0 | 0 | | | | |
| Peak Hour Trips Generated (retail at 50% pass-by) | | | | 85 | 31 | 0 | 0 | 116 | 100% | 116 | \$ 11,000 |
| Net Trip Generation Rate - Trips per 1000 Square Feet | | | | | | | | 2.32 | | | |
| PAMR Exemption | | | | | | | | | 0% | | \$ - |
| Net PAMR Cost | | | | | | | | | | | \$ 1,276,000 |
| Housing Mitigation Requirement | | | | | | | | | | | |
| Assumed Value of MPDU / WFDU | | | | | | \$ 30,000 | | | | | |
| Half the Value of PAMR Mitigation | | | | | | \$ 638,000 | | | | | |
| Number of Units Needed | | | | | | 21 | | | | | |
| Exemption Proposal #1 - Mixed Use Transit Proximity | | | | | | | | | | | |
| Percent FAR by Use | 100000 | 1.00 | 0.85 | 45% | 5% | 50% | 30% | 130% | | | |
| Average Size of Dwelling Unit (SF) | | | | | | 1200 | 1200 | | | | |
| Lot and Building | | | | | | | | | | | |
| Square Footage by Type | | | | 38250 | 4250 | 42500 | 25200 | 110200 | | | |
| Number of Dwelling Units | | | | | | 35 | 21 | | | | |
| Peak Hour Trips Generated (retail at 50% pass-by) | | | | 75 | 26 | 17 | 10 | 128 | 100% | 128 | \$ 11,000 |
| Net Trip Generation Rate - Trips per 1000 Square Feet | | | | | | | | 1.16 | | | |
| PAMR Exemption | | | | | | | | | 100% | | \$ 1,408,000 |
| Net PAMR Cost | | | | | | | | | | | \$ - |
| Exemption Proposal #2 - Proximity to Basic Services | | | | | | | | | | | |
| Percent FAR by Use | 100000 | 1.00 | 0.85 | 45% | 5% | 50% | 30% | 130% | | | |
| Average Size of Dwelling Unit (SF) | | | | | | 1200 | 1200 | | | | |
| Lot and Building | | | | | | | | | | | |
| Square Footage by Type | | | | 38250 | 4250 | 42500 | 25200 | 110200 | | | |
| Number of Dwelling Units | | | | | | 35 | 21 | | | | |
| Peak Hour Trips Generated (retail at 50% pass-by) | | | | 75 | 26 | 17 | 10 | 128 | 100% | 128 | \$ 11,000 |
| Net Trip Generation Rate - Trips per 1000 Square Feet | | | | | | | | 1.16 | | | |
| PAMR Exemption | | | | | | | | | 50% | | \$ 704,000 |
| Net PAMR Cost | | | | | | | | | | | \$ 704,000 |

The commercial pad site below could require \$1.4M in PAMR mitigation. But with 56 residential units (including 21 affordable units) added on a transit-oriented site, the mitigation could be waived.



Why should we be thinking about growth differently?

Staff is proposing changes to the adequate public facility reviews and development impact tax structures that link transportation and school demand to the broader need to consider the County's carbon footprint and sustainable development



Land for development is becoming scarce. In the past 20 years the County developed 40,000 acres of land. Currently, the County has only 14,000 acres, or 4% of land, remaining available for development. Future growth will be primarily on sites suitable for infill and/or redevelopment.

The County's Climate Protection Plan sets a goal for greenhouse gas reductions so that the 2050 emissions level is 80% below the 2005 level.

In addition, the Climate Protection Plan states as a goal:

"The County's Growth Policy should direct growth to areas with significant existing or planned transit resources, and promote development that fulfills smart growth criteria such as those required as part of the LEED for Neighborhood Development or more stringent County standards."

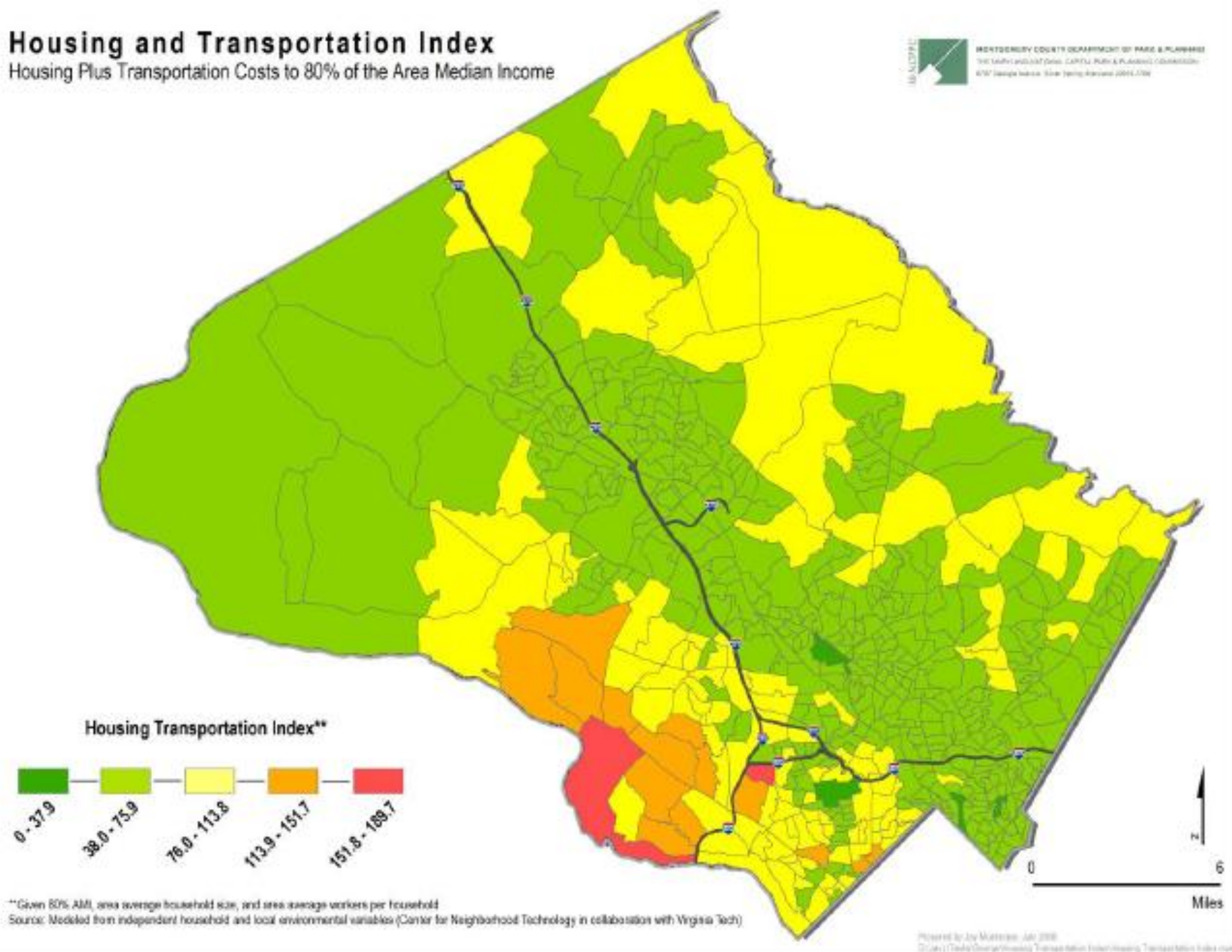
Montgomery County, Maryland Climate Protection Plan

Prepared by the
Montgomery County Sustainability Working Group
January 2009



Housing and Transportation Index

Housing Plus Transportation Costs to 80% of the Area Median Income



Concentrating development in the I-270 corridor and urban ring helps provide housing opportunities in areas that are most affordable, when transportation costs, housing costs and resident incomes are considered together.

The Planning Department and the Department of Environmental Protection are working on ways to evaluate and promote sustainability. Tools that encourage the location of jobs and housing in walkable, transit-served communities will help reduce per-capita carbon-footprints.

A FRAMEWORK FOR ACTION
Healthy and Sustainable Communities
SEPTEMBER 2008
MONTGOMERY COUNTY PLANNING DEPARTMENT
in cooperation with
MONTGOMERY COUNTY DEPARTMENT OF ENVIRONMENTAL PROTECTION
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



"We're in the midst of a major shift in the way in which development has to occur. And that is that it has to occur in ways that allow us to achieve overall major, major reductions in carbon emissions. This is going to be national policy, state policy, and it has ultimately to do with the quality of the environment of the planet and everybody's got to work on it at every level in every practical way that we can."

Royce Hansen, February 5, 2009

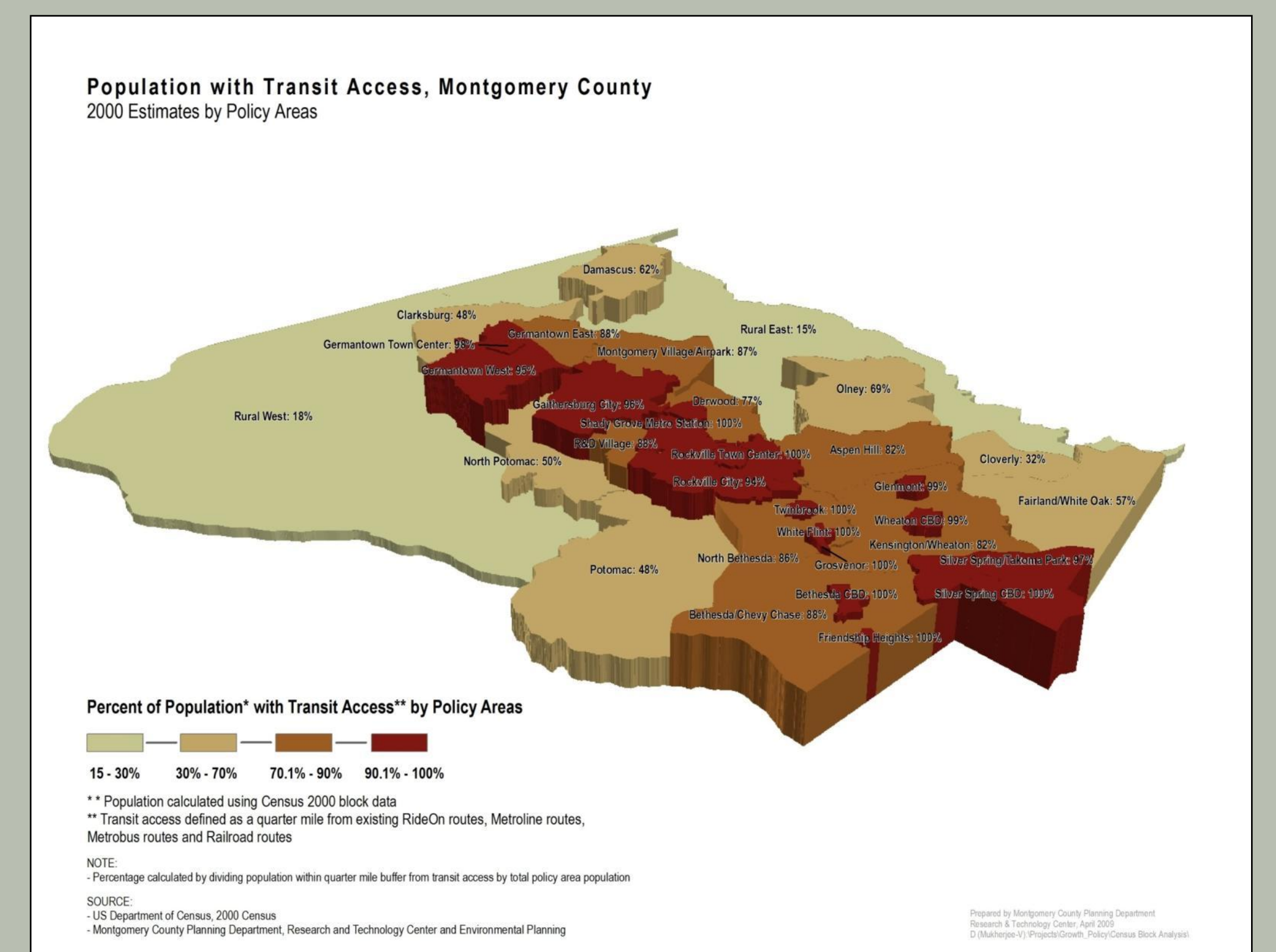
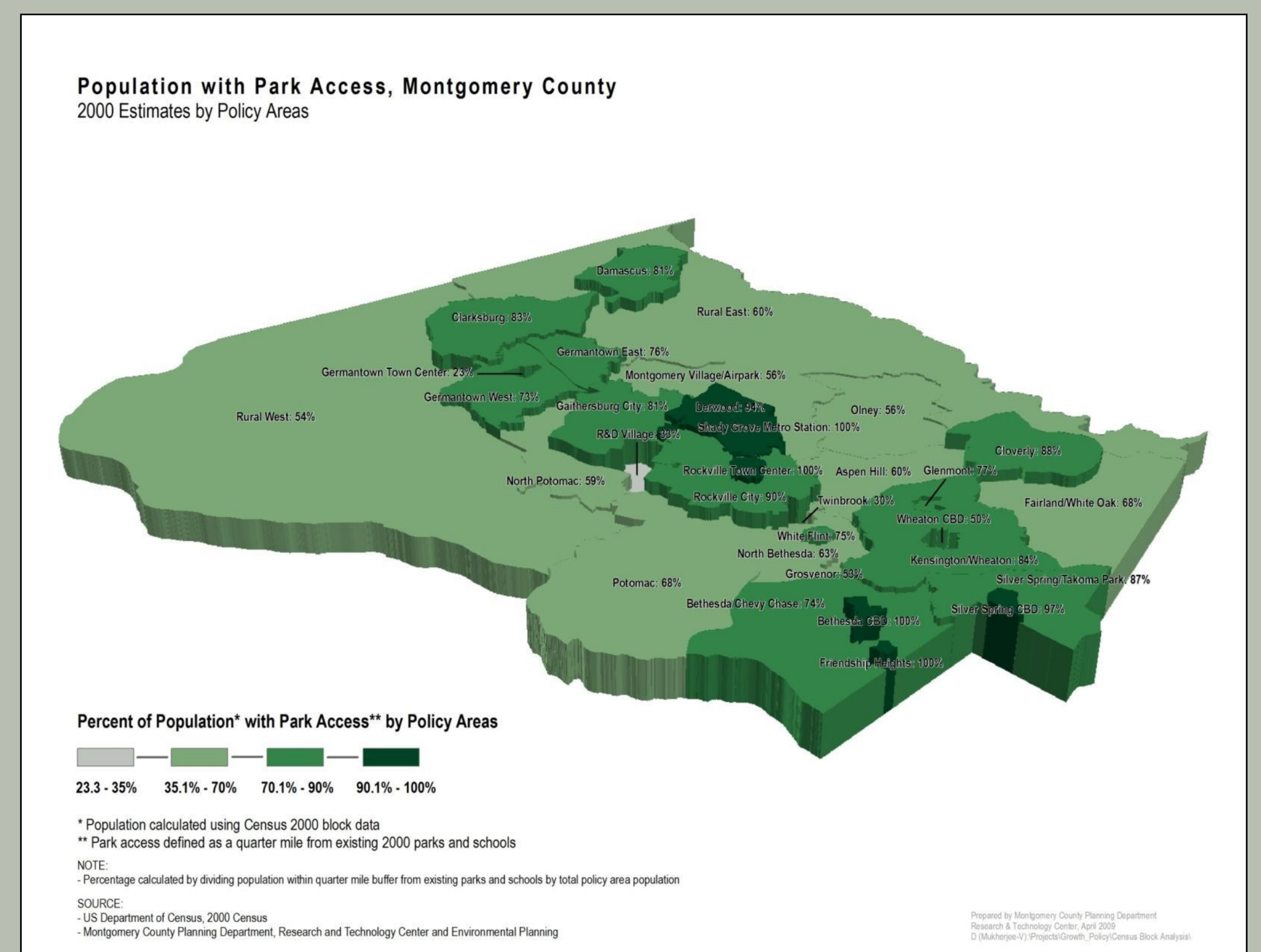
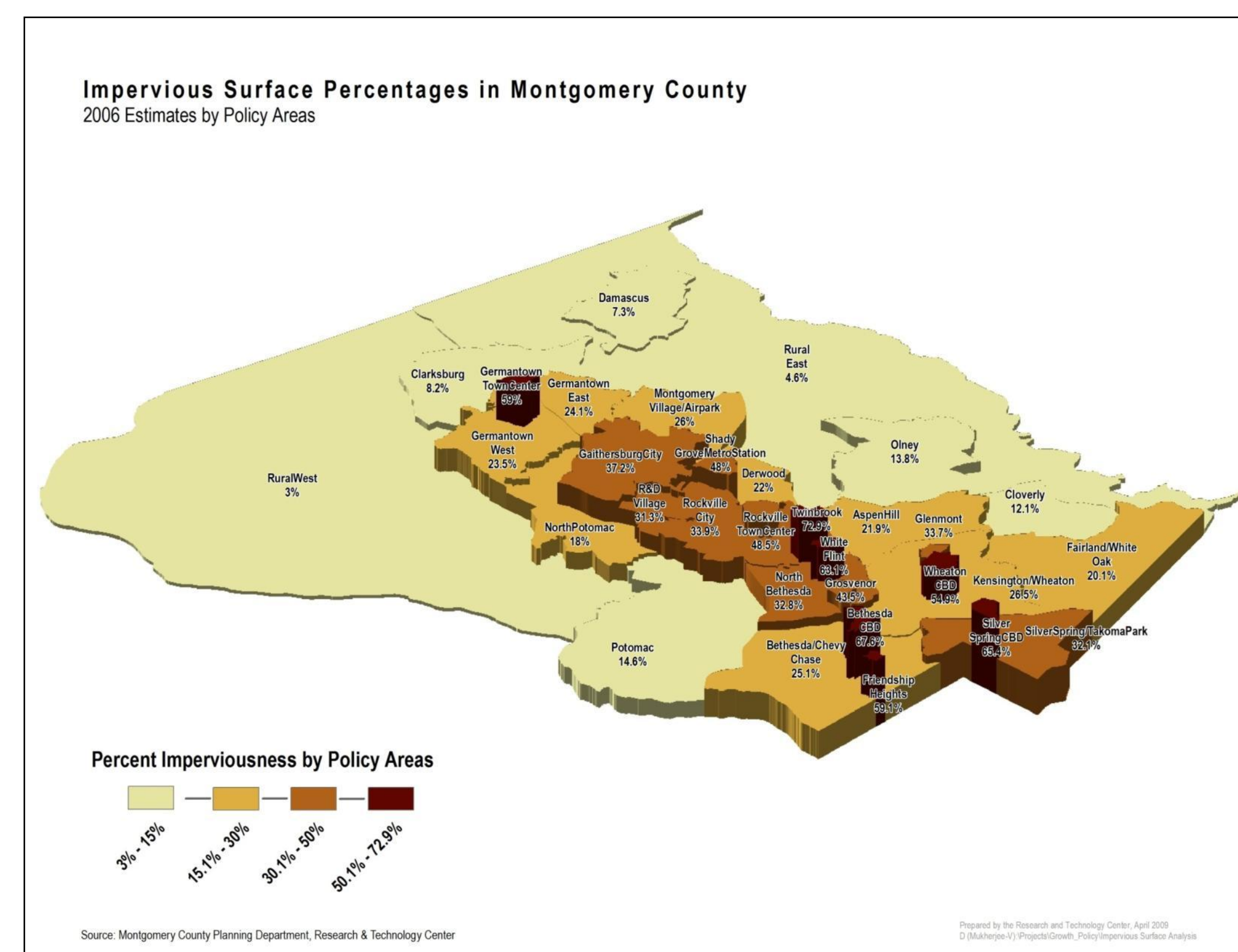
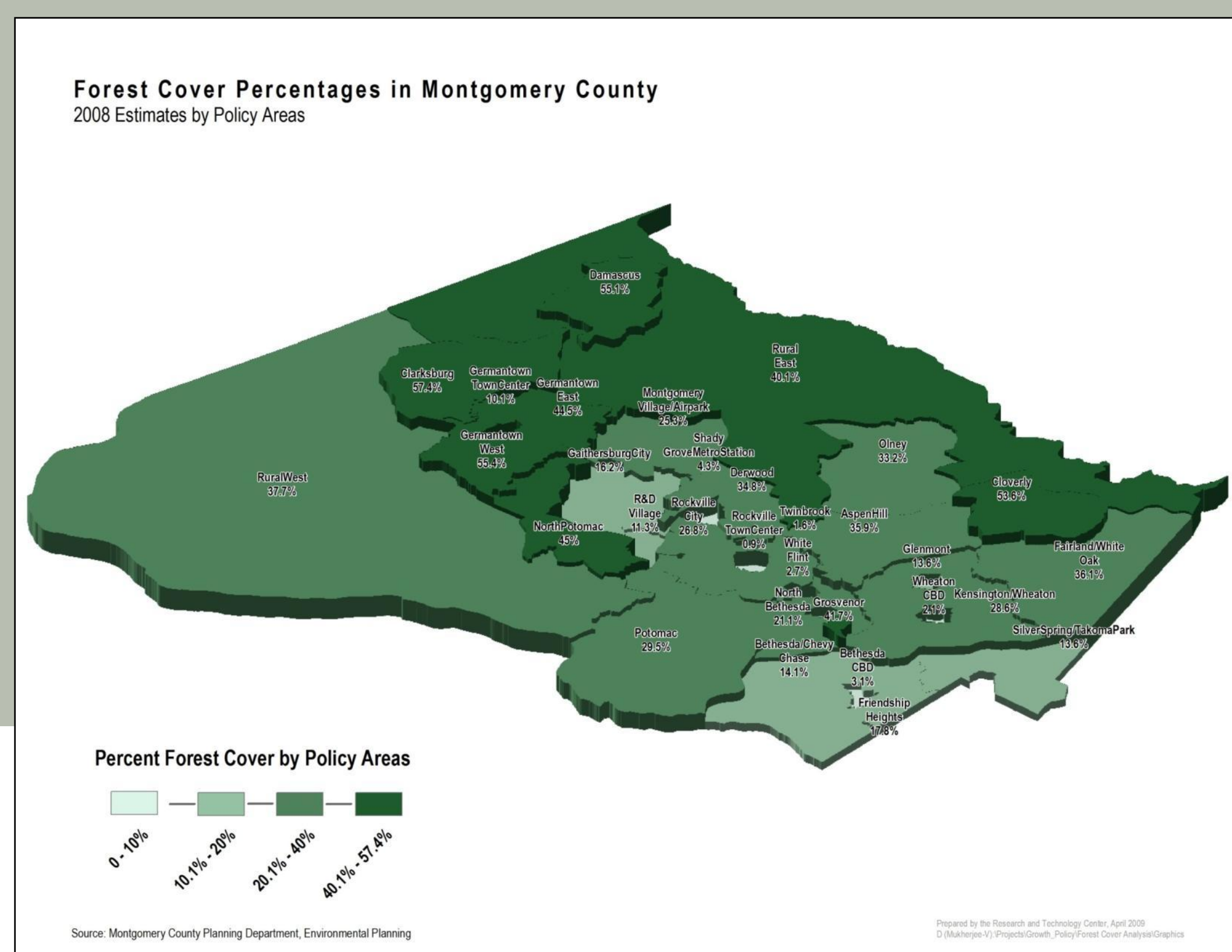
Measuring Our Success

Growth policy initiatives that promote smarter development need evaluation measures that reflect the outcomes of those initiatives.

The Planning Department and the Executive Branch are collaborating on methods to measure healthy and sustainable communities. These measures allow us to consider how different areas of the county compare both to one another and to policy objectives. The measures are also useful to benchmark changes over time and to compare Montgomery County to similar jurisdictions nationwide.

Comparisons across the county

The areas of the County where greatest growth is forecast are also those with some of the greatest accessibility to public resources such as parks and transit services. These developed areas also tend to have the least forest cover and the highest percentage of impervious surface.



Comparisons countywide

Many smart growth policies include strategic goals that are developed in collaboration with regional and national partners, such as the EPA's Chesapeake Bay Program. Some strategies take many years to achieve measurable results.

