



Montgomery Planning

2020 Subdivision Staging Policy Update

Community Workshop
October 7, 2019



Welcome!

Workshop Program

Start of Workshop	7:00 pm
Welcome and Introductions	10 minutes
Presentation on SSP and Related Data	30 minutes
Table Introductions	5 minutes
Table Discussions	75 minutes
End of Workshop	9:00 pm

About the Subdivision Staging Policy

What is the Subdivision Staging Policy?

- The County's Adequate Public Facilities Ordinance (APFO) became law in 1973:
 - *“The [Planning] Board may only approve a preliminary plan when it finds that public facilities will be **adequate** to support and service the subdivision. Public facilities and services to be examined for adequacy include roads and transportation facilities, sewer and water service, schools, police stations, firehouses, and health clinics.”* §50.4.3(J) of the County Code
- The SSP is the set of policy tools that administer the APFO, guiding the timely delivery of public facilities to serve existing and future development.

History of the SSP and Related Policies

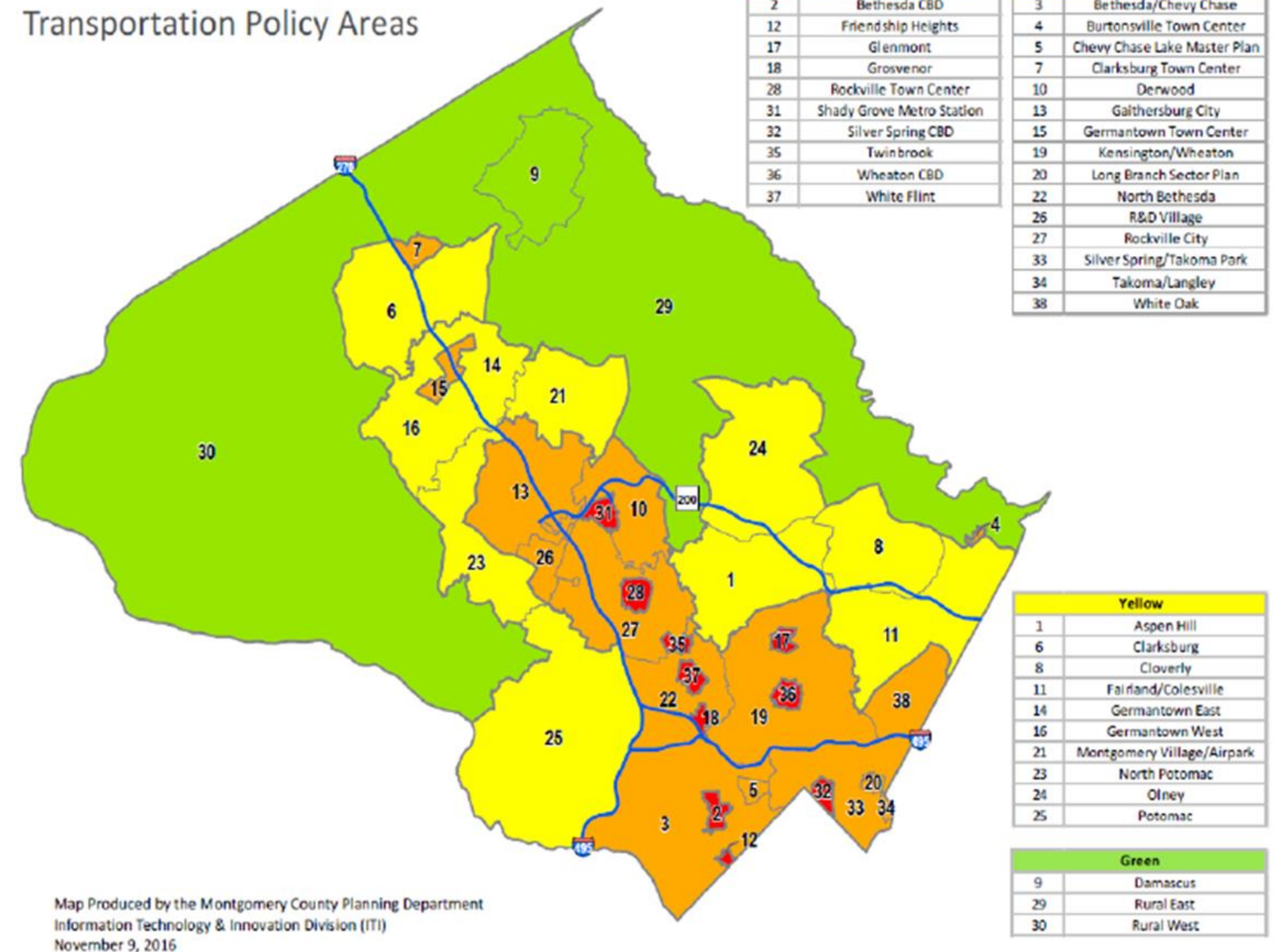
	Transportation	Schools
1973	Council adopts the APFO	
1986	First “Annual Growth Policy”	
2001	<ul style="list-style-type: none"> Impact Tax introduced 	
2003	<ul style="list-style-type: none"> Policy Area test eliminated 	<ul style="list-style-type: none"> Impact Tax introduced Facility Payments introduced
2007	<ul style="list-style-type: none"> Impact taxes recalibrated Policy Area test reintroduced 	<ul style="list-style-type: none"> Impact taxes recalibrated
2010	Renamed “Subdivision Staging Policy”	
2016	<ul style="list-style-type: none"> Impact taxes recalibrated Policy Area test eliminated Multimodal Local Area test Unified Mobility Programs established 	<ul style="list-style-type: none"> Impact taxes recalibrated Individual school test introduced School Facility Payments eliminated Required biannual update to Student Generation Rates

Transportation

What Does the SSP Do?

- Groups our 38 policy areas into **four policy area categories** based on:
 - Current land use patterns
 - The prevalence of different modes of travel
 - The planning vision for the policy area

Montgomery County
Transportation Policy Areas



What Does the SSP Do?

- Establishes a set of multi-modal **Local Area Transportation Review (LATR)** tests for determining transportation adequacy
 - Forecasts travel demand generated by existing, pipeline and proposed development and compares it to the capacity of existing and programmed roads and transit



What Does the SSP Do?

- **Unified Mobility Programs (UMPs)** include an area-wide analysis of needed transportation improvements
 - Applicants pay their proportion of the UMP cost



Schools

What Does the SSP Do?

- Requires the Planning Board to annually approve the results of a **school test** evaluating projected school capacity
- Establishes the criteria for enacting **development moratoria** based on projected school capacity utilization
- Identifies **exceptions to the moratoria**



Moratorium Thresholds

Test Level	Moratorium Threshold
Cluster	Projected cumulative utilization greater than 120% at any school level (elementary, middle or high school) across the entire cluster.
Individual Elementary School	Projected utilization greater than 120% and projected capacity deficit of 110 seats or more .
Individual Middle School	Projected utilization greater than 120% and projected capacity deficit of 180 seats or more .

Current Moratorium Coverage

FY2020 Annual School Test - Service Area Status

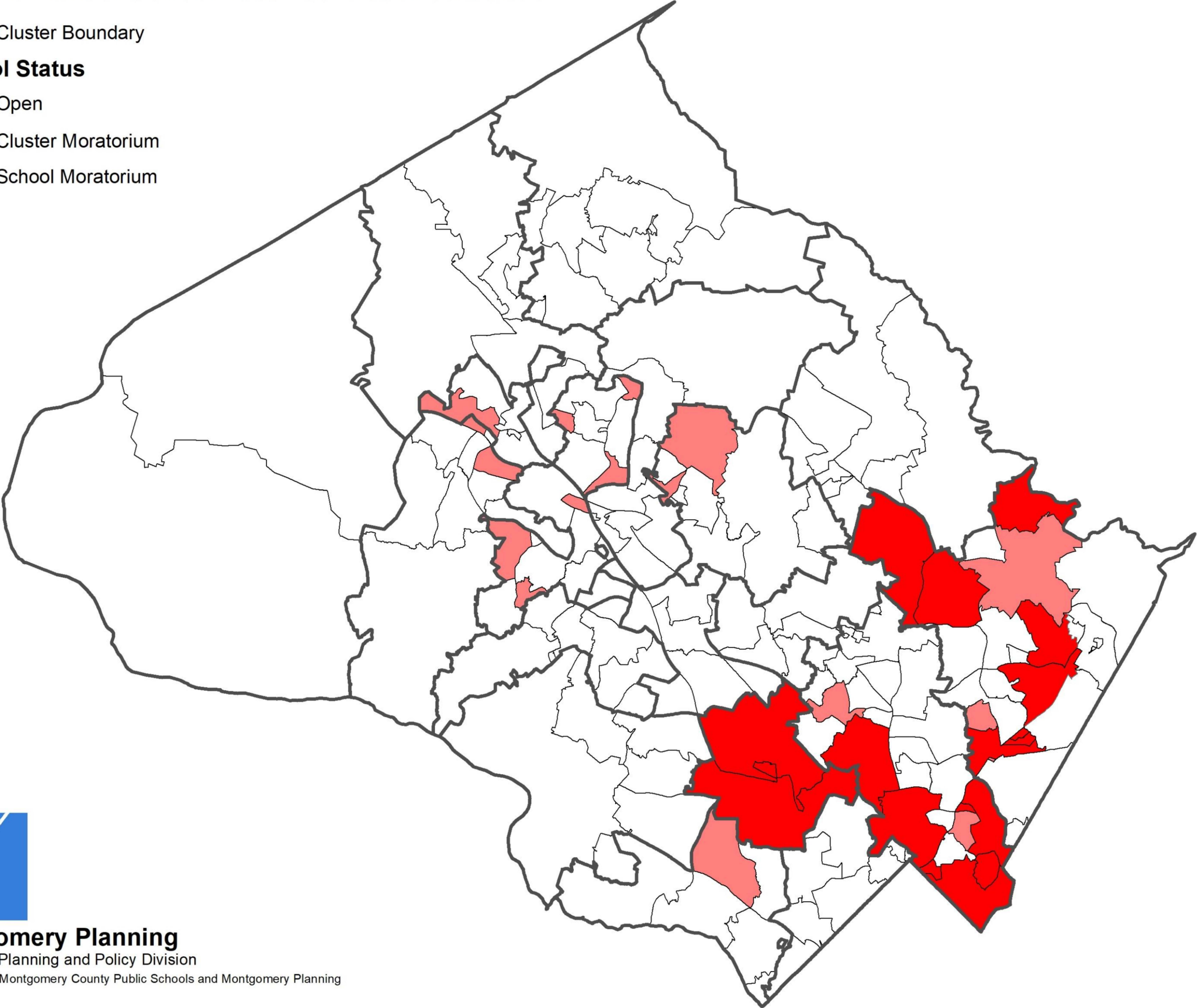
Cluster Boundary

School Status

Open

Cluster Moratorium

School Moratorium



Montgomery Planning

Functional Planning and Policy Division

Data Source: Montgomery County Public Schools and Montgomery Planning
June 20, 2019

Exceptions to the Moratorium

- **Non-residential** projects
- **De minimis** projects of 3 units or less
- **Age-restricted** senior housing
- Certain projects that generate 10 or fewer students at any one school and meet other conditions related to the removal of a **condemned structure** or provide high quantities of **deeply affordable housing**

Impact Taxes

Transportation Impact Taxes

	Red Policy Areas	Orange Policy Areas	Yellow Policy Areas	Green Policy Areas
Residential (per unit)				
Single Family Detached	\$7,838	\$19,591	\$24,490	\$24,490
Single Family Attached	\$6,413	\$16,030	\$20,038	\$20,038
Multifamily Low-rise	\$4,986	\$12,465	\$15,582	\$15,582
Multifamily High-rise	\$3,561	\$8,904	\$11,130	\$11,130
Multifamily Senior	\$1,424	\$3,562	\$4,452	\$4,452
Non-Residential (per square foot GFA)				
Office	\$7.15	\$17.90	\$22.40	\$22.40
Industrial	\$3.60	\$8.90	\$11.20	\$11.20
Bioscience Facility	\$0.00	\$0.00	\$0.00	\$0.00
Retail	\$6.35	\$16.00	\$19.95	\$19.95
Place of Worship	\$0.00	\$0.00	\$0.00	\$0.00
Private Elementary and Secondary School	\$0.55	\$1.45	\$1.85	\$1.85
Hospital	\$0.00	\$0.00	\$0.00	\$0.00
Social Service Agency	\$0.00	\$0.00	\$0.00	\$0.00
Other Non-Residential	\$3.60	\$8.90	\$11.20	\$11.20

Schools Impact Taxes

Residential (per unit)	Countywide
Single Family Detached	\$26,207
Single Family Attached	\$27,598
Multifamily Low-rise	\$21,961
Multifamily High-rise	\$6,113
Multifamily Senior	\$0

Impact Taxes Exemptions

- All moderately priced dwelling units (**MPDUs**) are exempt
- Any project that includes **25% or more MPDUs** are fully exempt on all units
- Any project in a current or former **Enterprise Zone** (including Downtown Silver Spring)

2020 Update Scope

Transportation: Focused Update

- Update of the transportation element is focused on two primary tasks:
 - Identifying opportunities to incorporate the County's Vision Zero travel safety objectives into the Local Area Transportation Review process
 - Reintroducing a policy area transportation adequacy test for the purposes of evaluating master/sector plan balance

Schools: All Aspects Under Review

- The moratorium policy and its thresholds and exceptions
- The Annual School Test procedures
- Estimating enrollment impacts
- Development queue impacts
- Impacts of neighborhood turnover on enrollment
- Potential reintroduction of school facility payments

Schools: Seeking Innovative Solutions

- We are seeking an innovative set of policy tools that:
 - Better ensure school capacity adequacy within the County's current growth paradigm
 - Support the County's other policy priorities
- Will include an extensive review of policies from other similar jurisdictions across the country

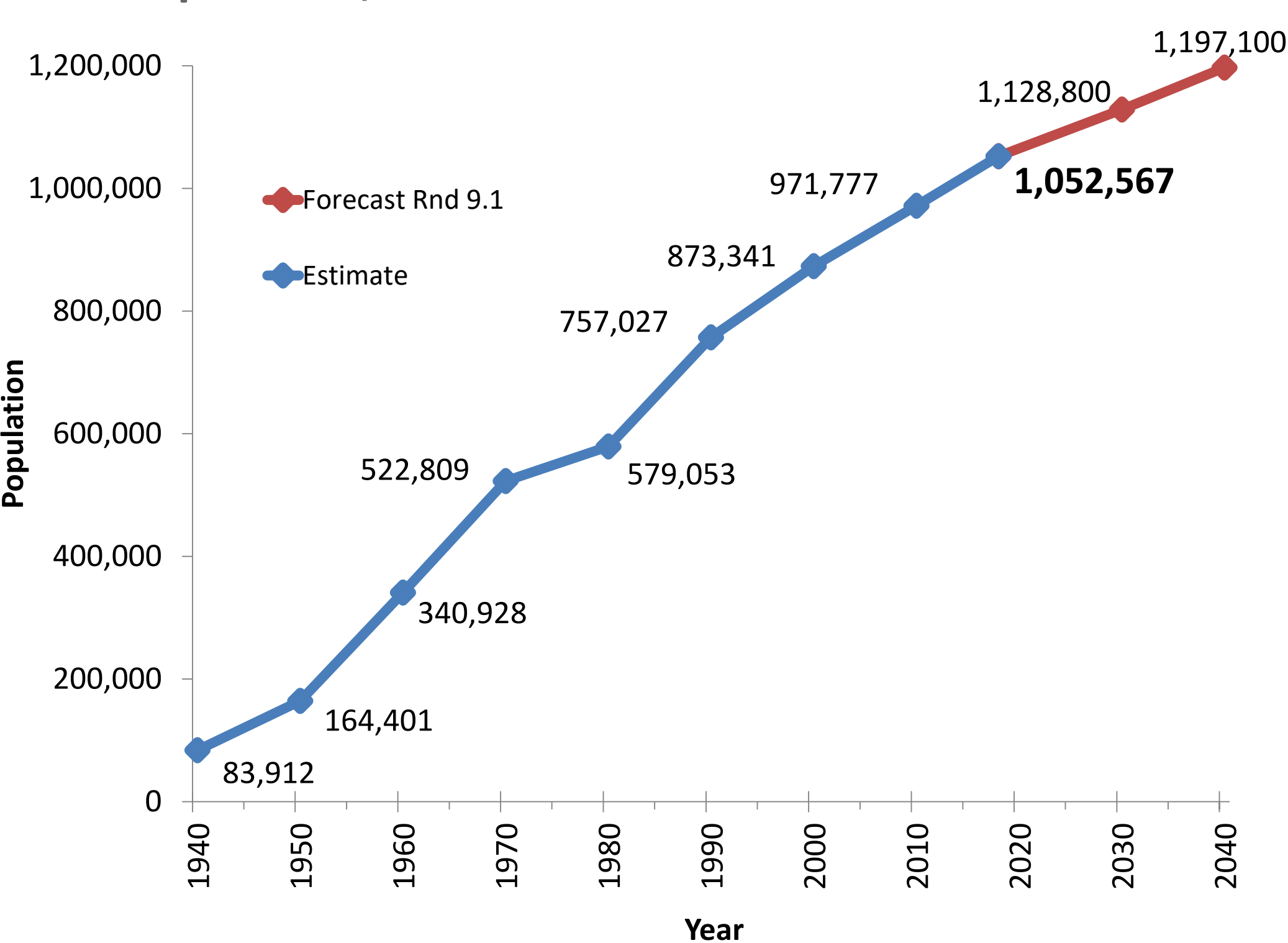
- Council adoption required by November 15, 2020



Relevant Data

Slower growth in a maturing Montgomery County

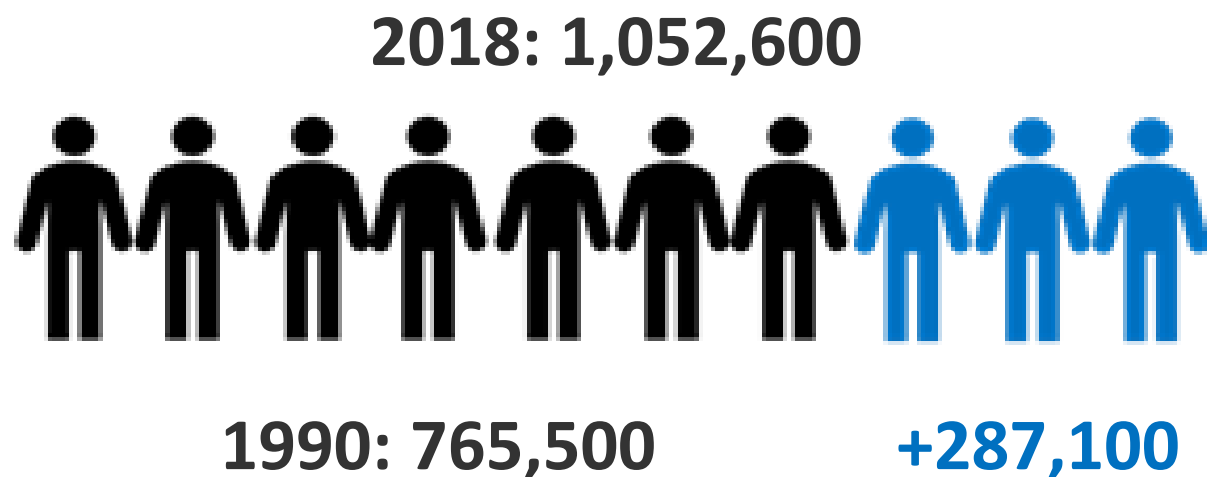
Total Population, 1940-2040



Most populous county in Maryland with over 1 million people since 2012



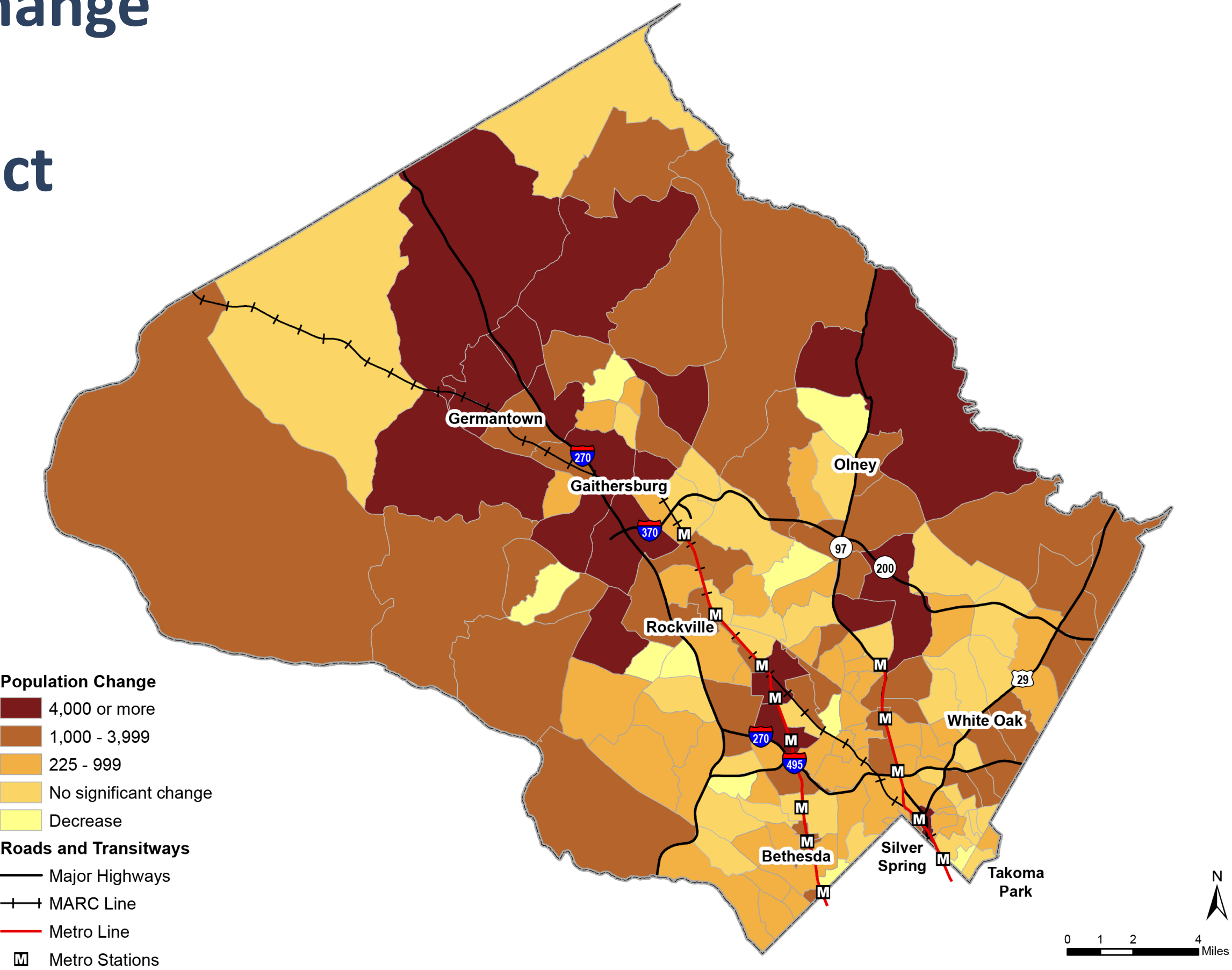
38% population increase since 1990



Forecasting a 7.2 % gain of 76,235 people between 2018 and 2030

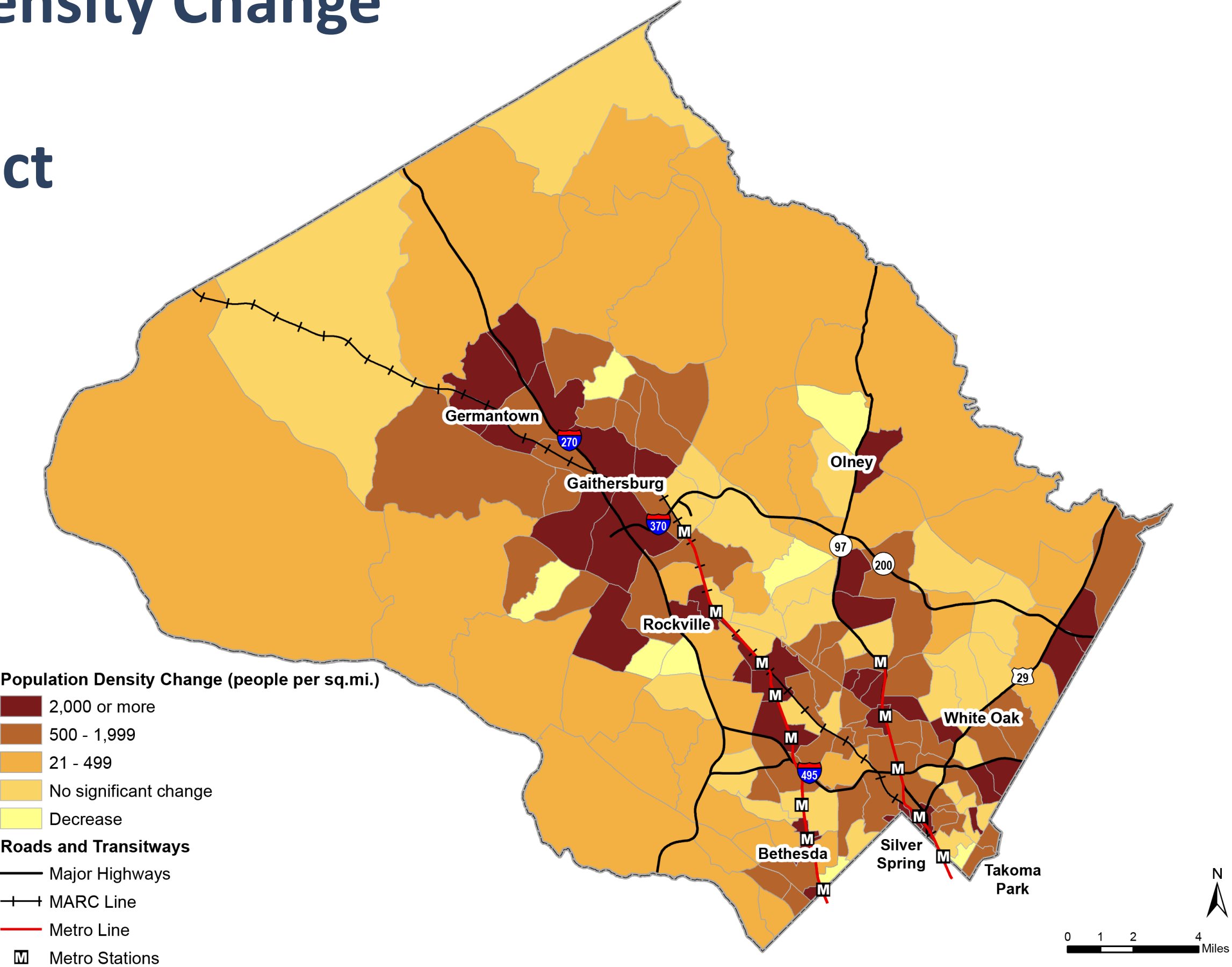
Source: 1940-2010 Decennial Census, 2018 Population Estimate Program U.S. Census Bureau; Washington Council of Governments Forecast Round 9.1, Research and Special Projects.

Population Change 1990-2016 by Census Tract



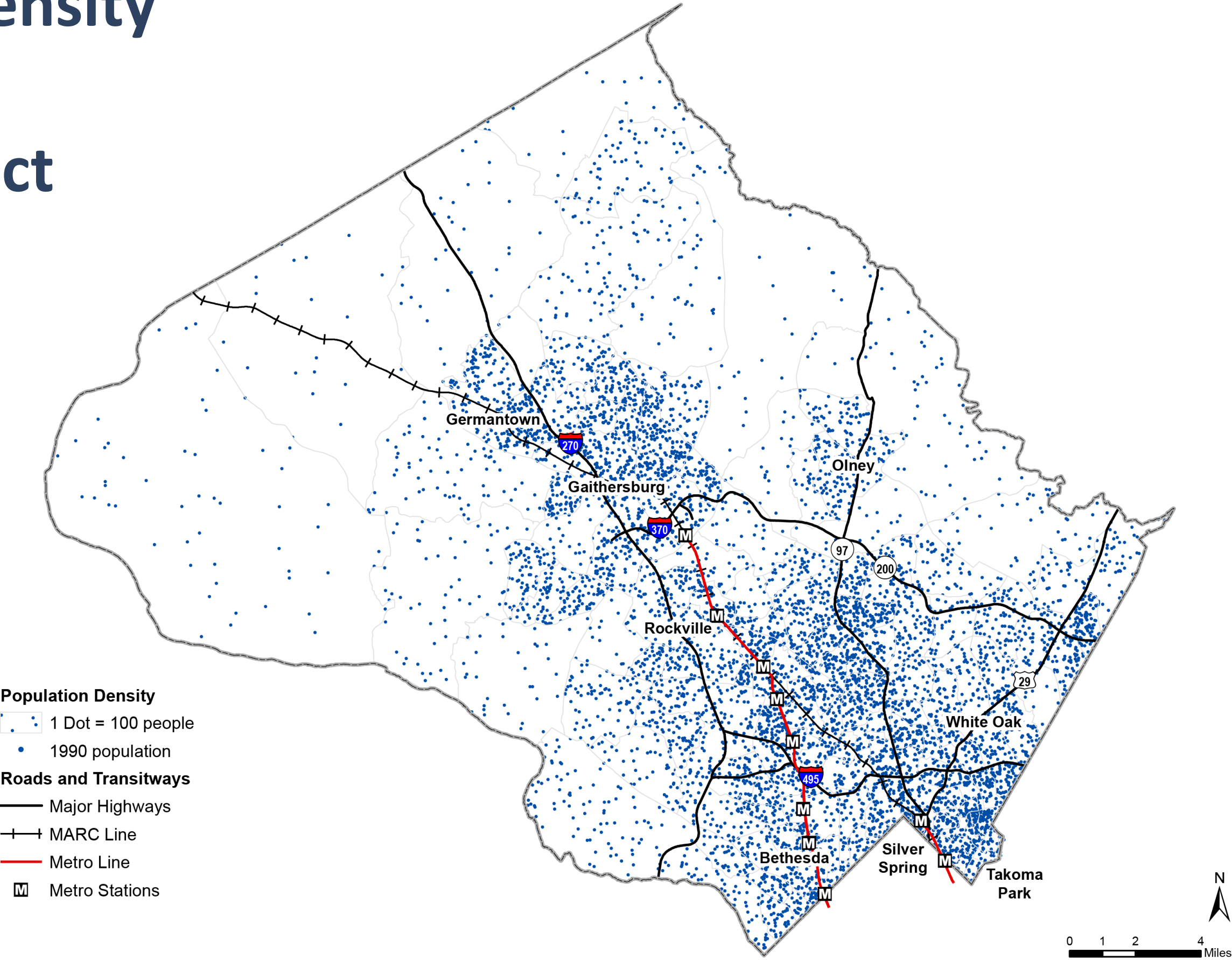
Source: 1990 Census and 2012-2016 American Community Survey 5-year estimate, U.S. Census Bureau. Created by: M-NCPPC, Research and Special Projects Division

Population Density Change 1990-2016 by Census Tract



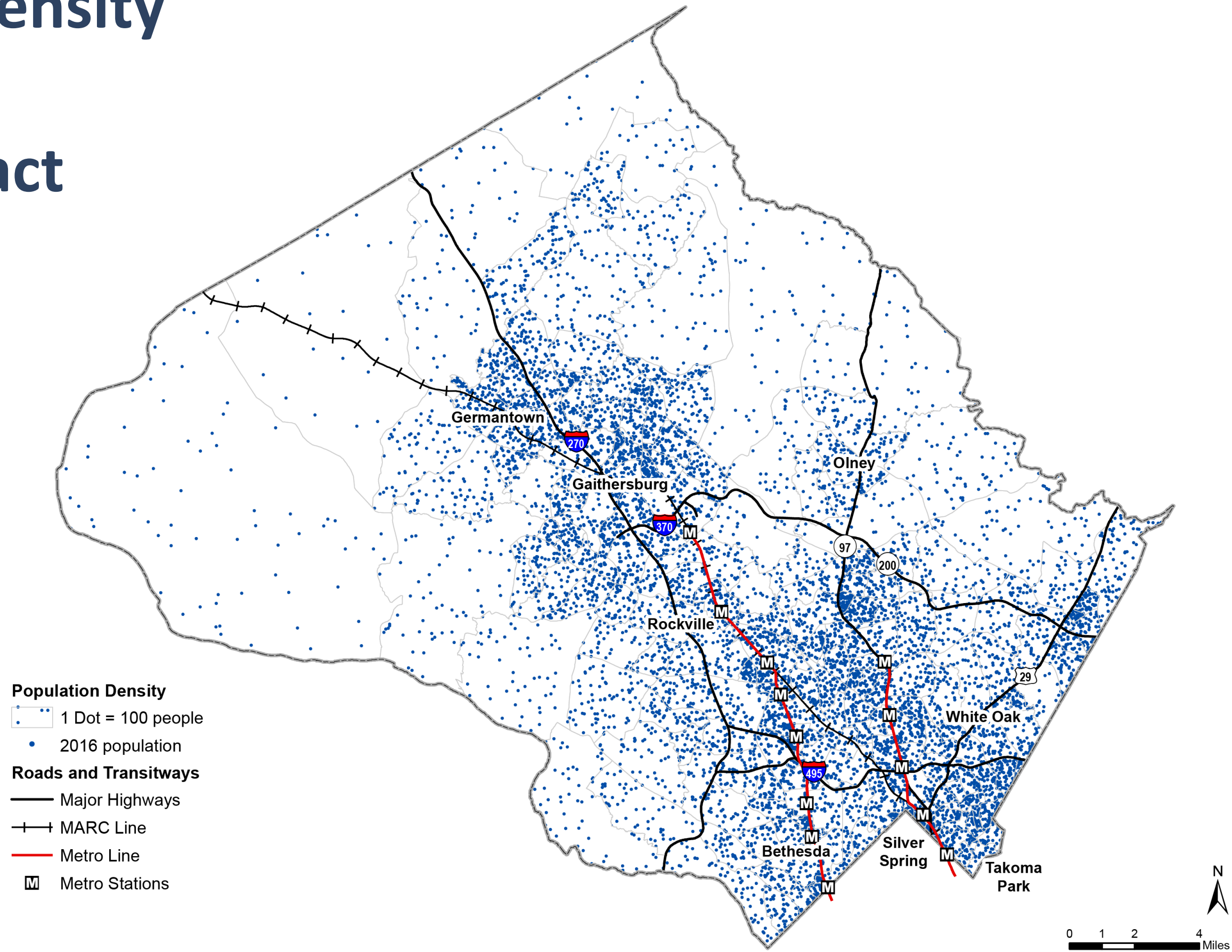
Source: 1990 Census and 2012-2016 American Community Survey 5-year estimate, U.S. Census Bureau. Created by: M-NCPPC, Research and Special Projects Division

Population Density 1990 by Census Tract



Source: 1990 Census, U.S. Census Bureau. Created by: M-NCPPC, Research and Special Projects Division

Population Density 2016 by Census Tract

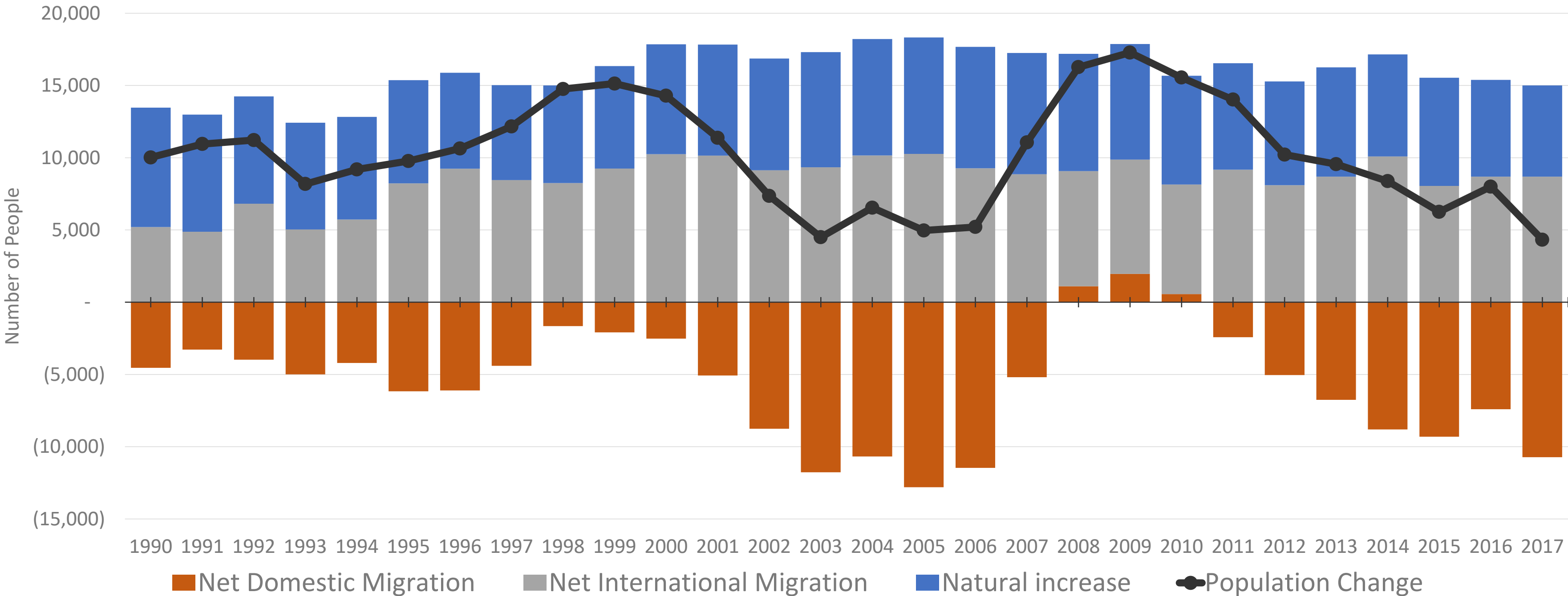


Source: 2012-2016 American Community Survey 5-year estimate, U.S. Census Bureau. Created by: M-NCPPC, Research and Special Projects Division

Sources of Population Growth

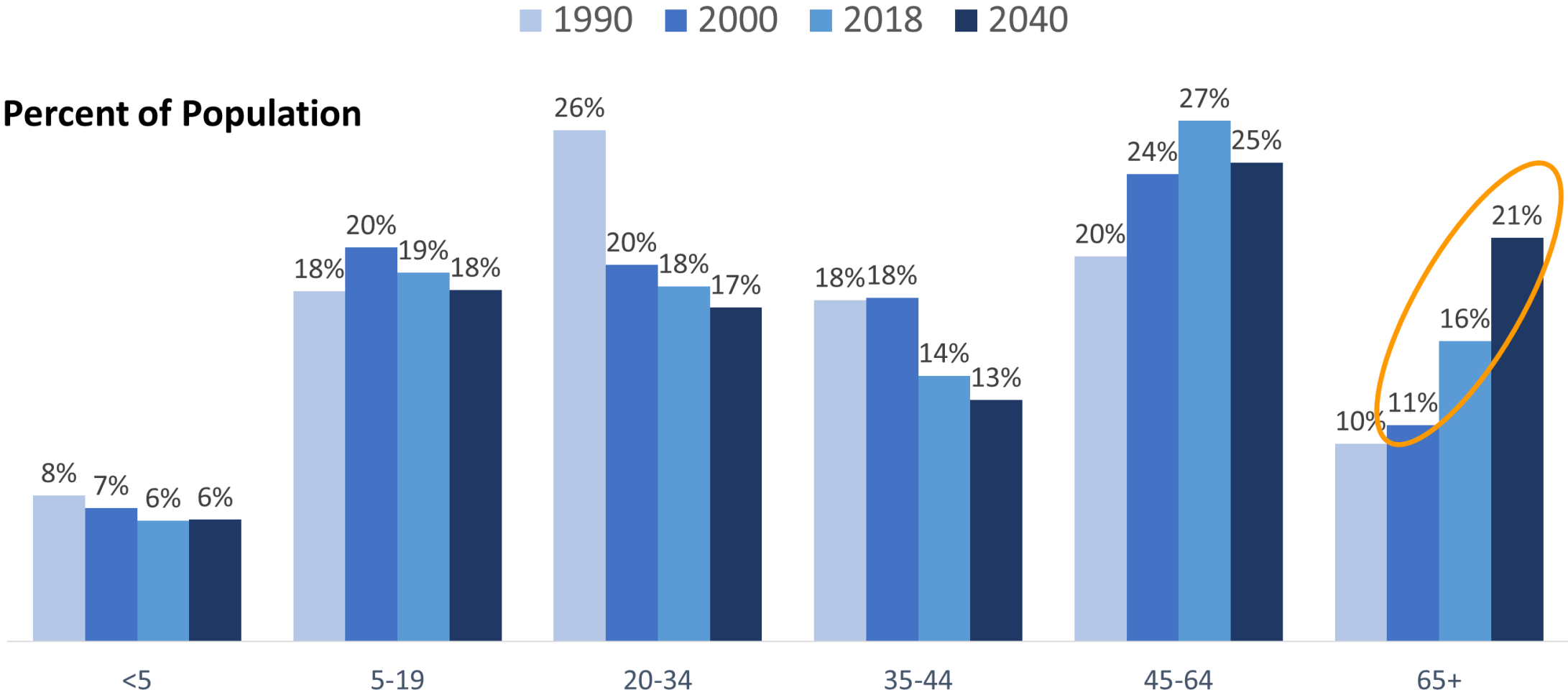
1990-2018

Components of Population Growth



Source: U.S. Census Bureau, Population Estimate Program, 3/2019

Increasingly Older Population



Aging baby boom generation:

- 1990: ages 26 to 44
- 2018: ages 54 to 72
- Increased median age from 33.9 years in 1990 to 39.2 in 2018
- Forecasted to increase 65+ population from 16% in 2018 to 21% in 2040

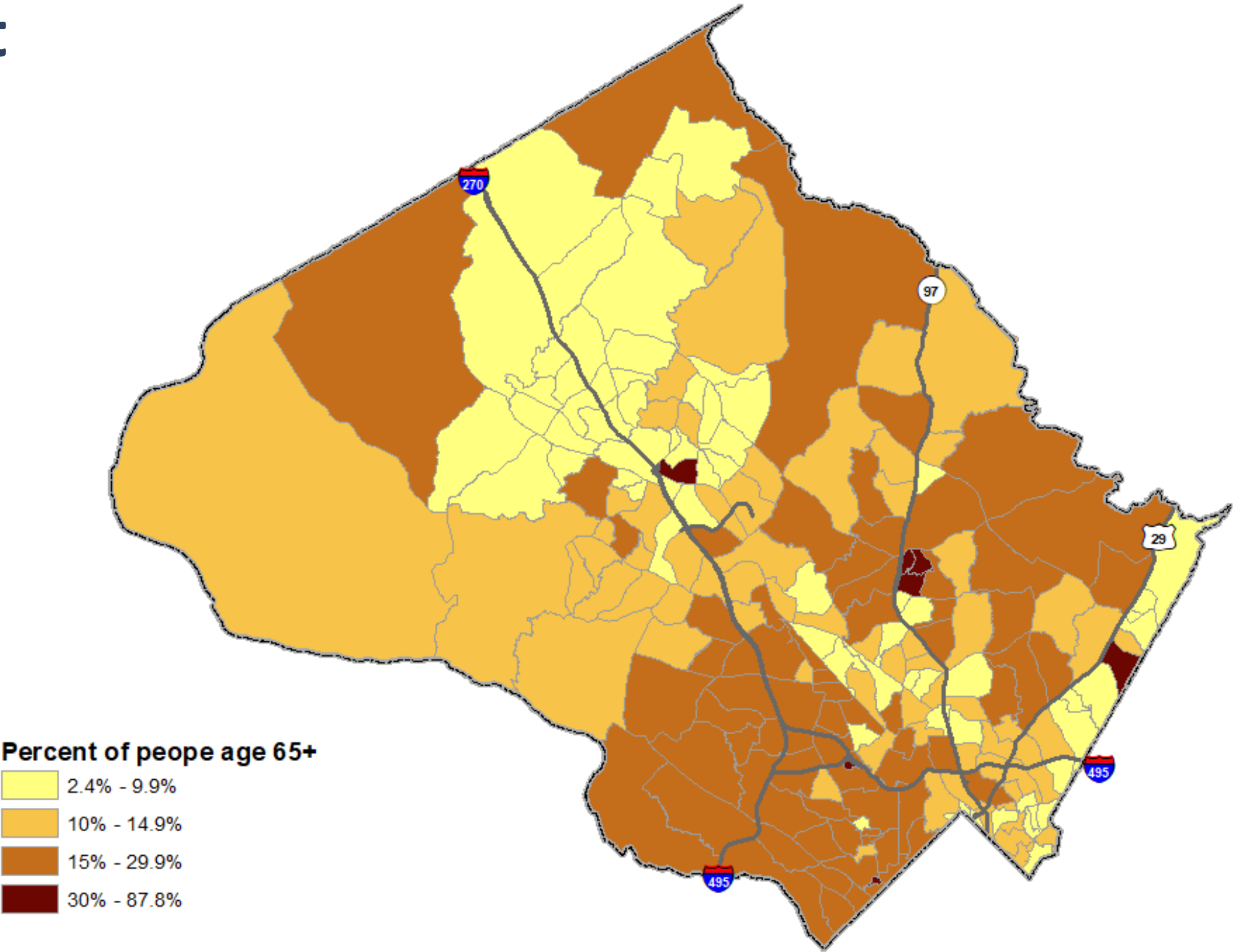
18% of residents are young adults age 20 to 34 in 2018

23% of the population are children <18, in 2018

Source: U.S. Census Bureau, 1990 U. S. Census, 2018 American Community Survey, 1-year estimate; Maryland Department of Planning Age Forecast

Percent of People Age 65 and Older, 2017

by Census Tract



Source: 2013-2017 American Community Survey, 5-year estimate, U.S. Census Bureau.

Percentage of Owner-Occupied Households, 1990-2016

by Age of Homeowners

Increase in 55+ homeowners

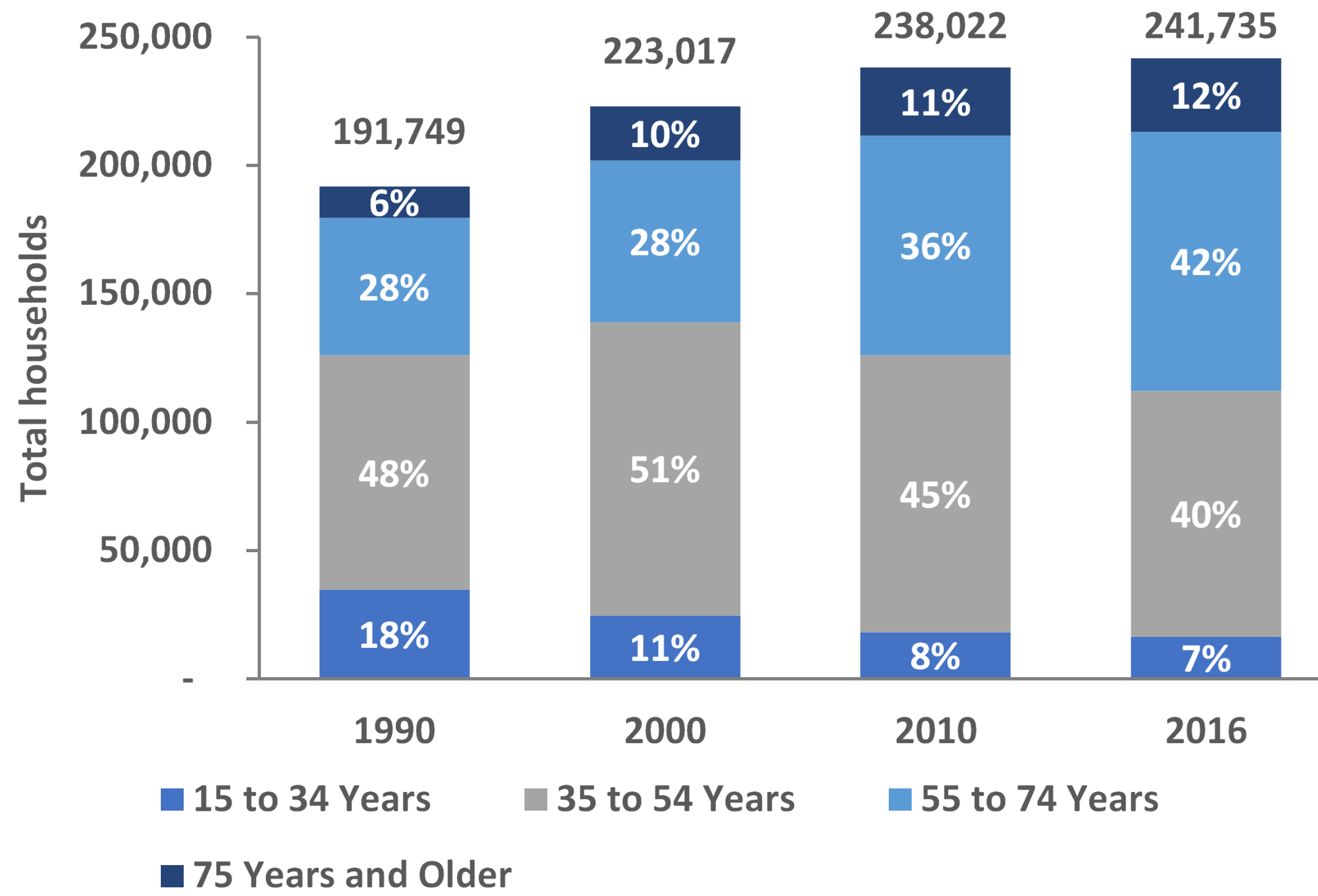
- 34% in 1990
- 54% in 2016

Decrease in the number of younger homeowners

- 18% in 1990
- 7% in 2016

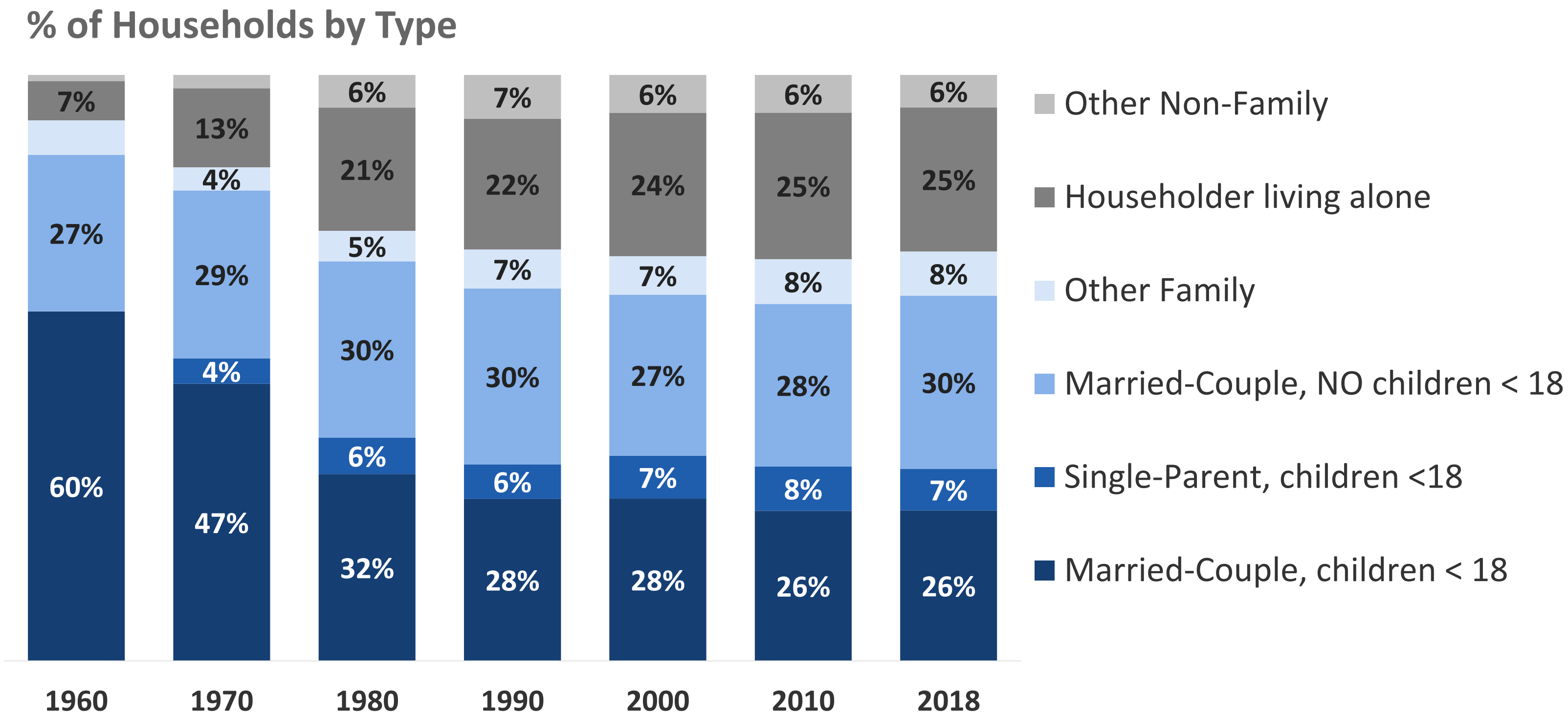
Demand Shifts

- Population Changes
- Millennial tastes & preferences
- Affordability
- Product Diversity



Source: 1990-2010 Census, 2016 American Community Survey, 1-year estimate U.S. Census Bureau.

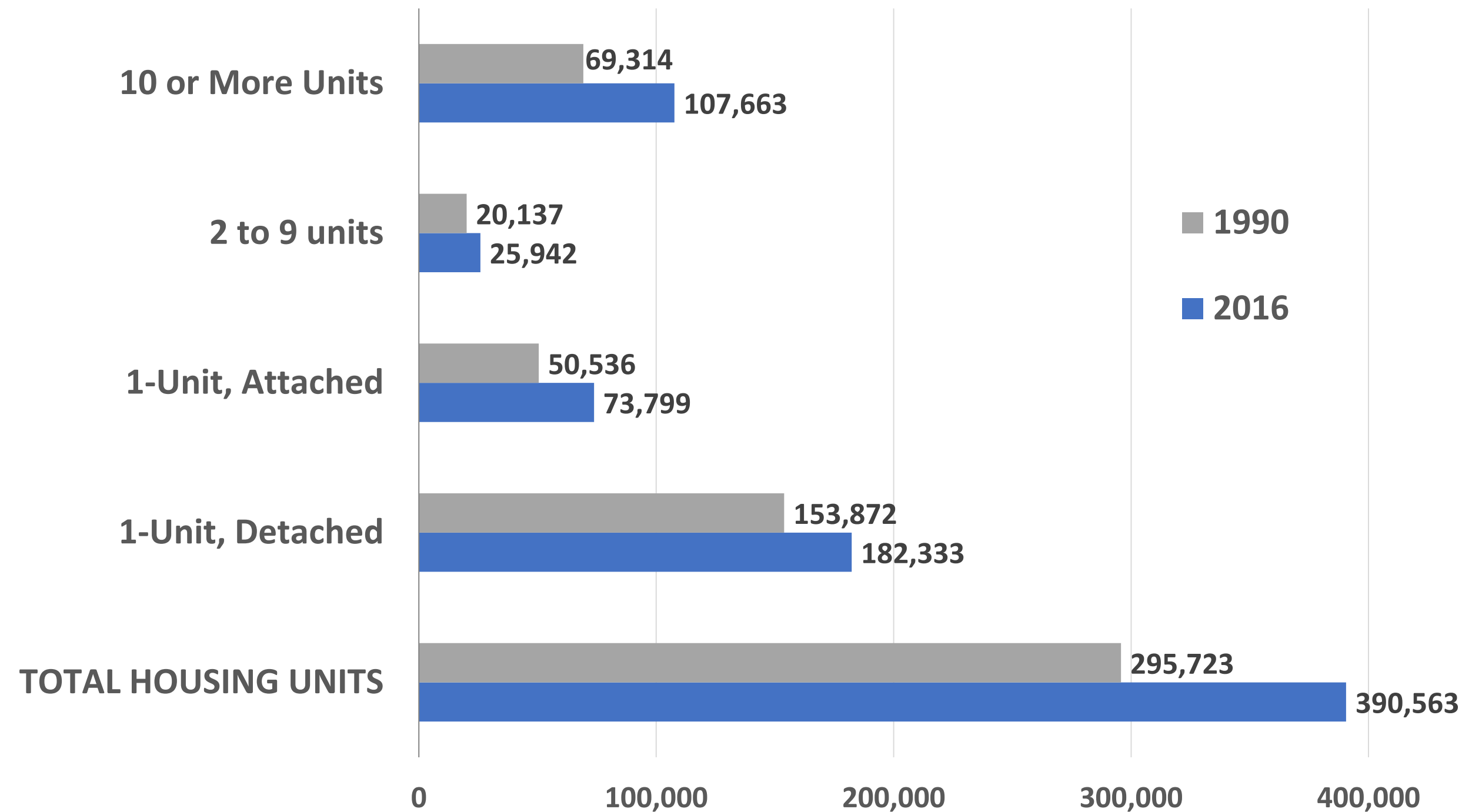
Wider Variety of Household Types Since 1960, but Distribution Relatively Stable Since 1990



Source: 1960-2010 US Census, 2018 American Community Survey, 1-year estimate

Growth of multifamily housing outpacing all other types of housing

Number of Housing Units by Type

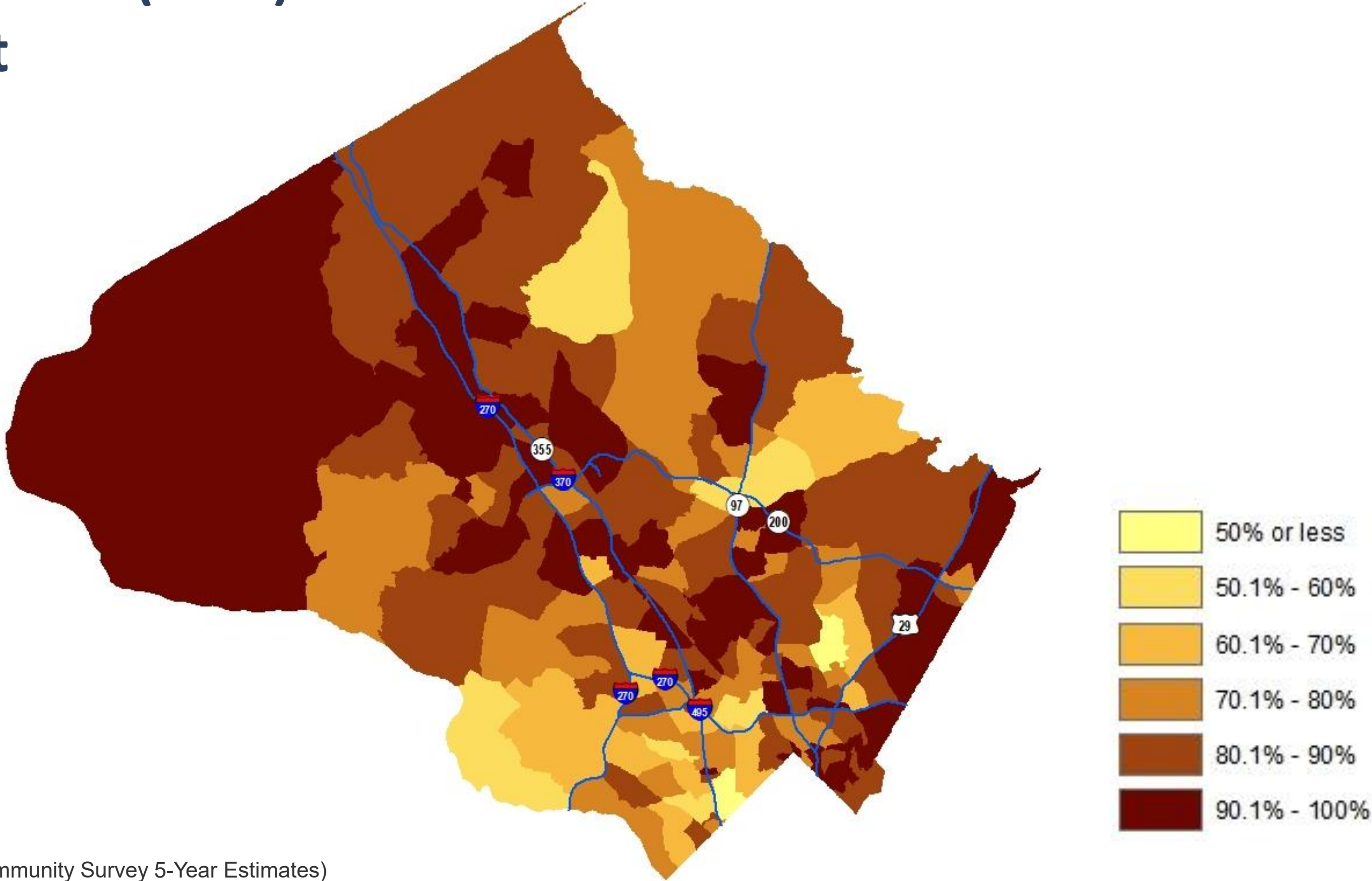


From 1990 to 2016:

- **32% increase** in the number of housing units from 295,723 to 390,563
- **49% increase** in the number of multi-family units
- **25% increase** in the number of single-family units

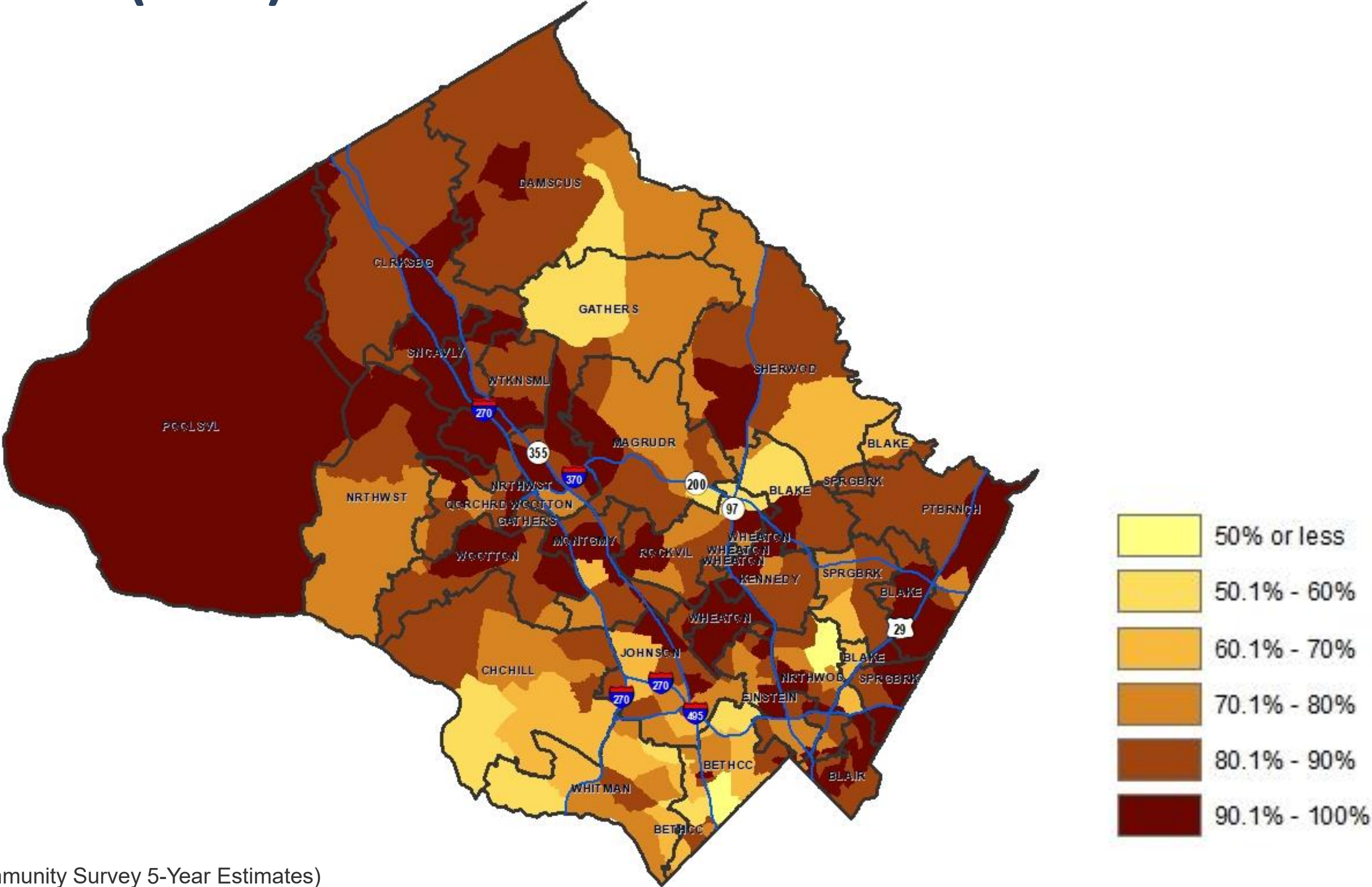
Source: 1990 U.S. Census, 2016 American Community Survey, 1-year estimates, U.S. Census Bureau

Percent of Students (K-12) in Public School by Census Tract



Source: 2013-2017 American Community Survey 5-Year Estimates)

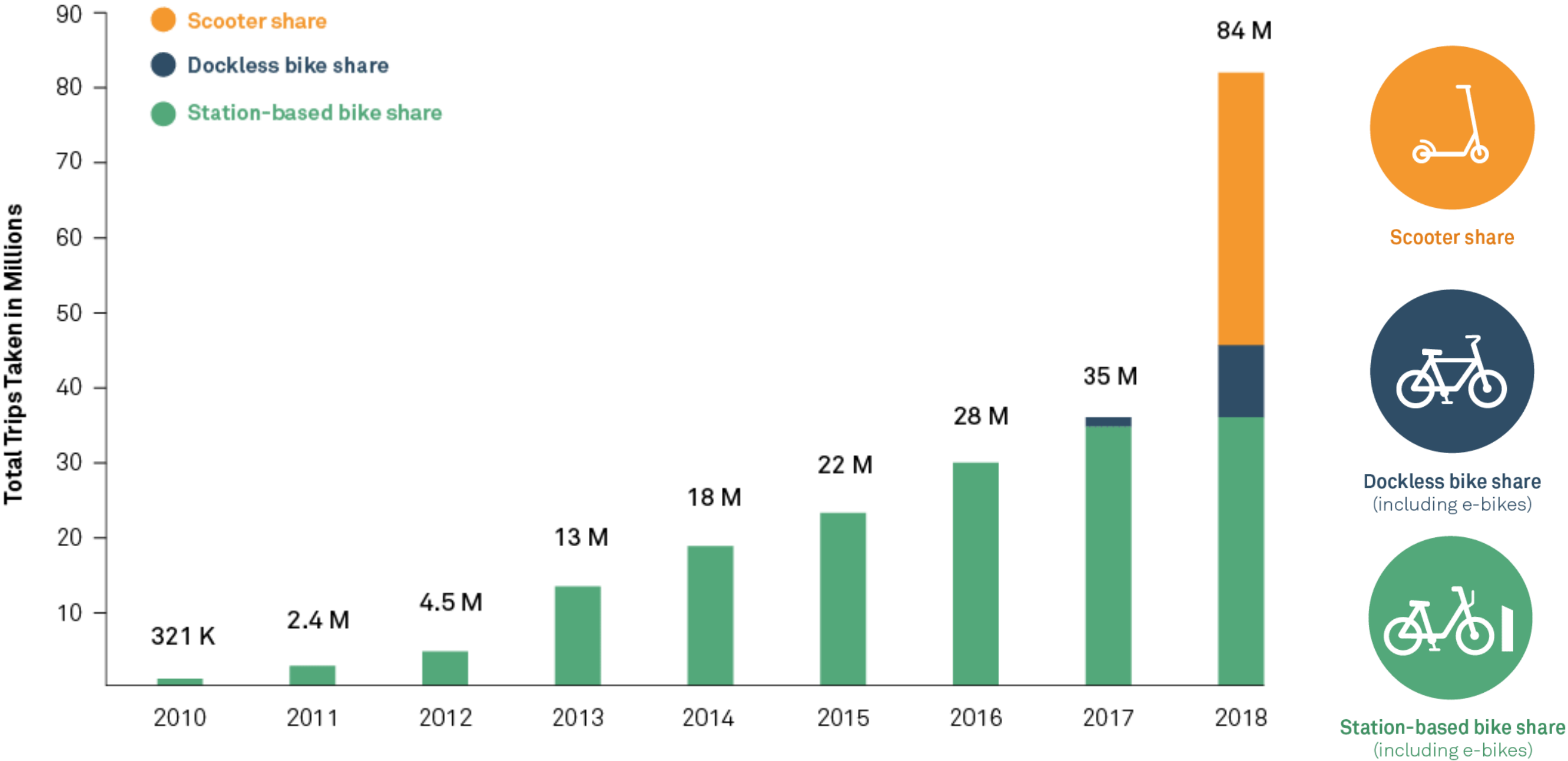
Percent of Students (K-12) in Public School by Census Tract



Source: 2013-2017 American Community Survey 5-Year Estimates)

Changing Travel Trends (Nationwide)

84 Million Trips on Shared Micromobility in 2018

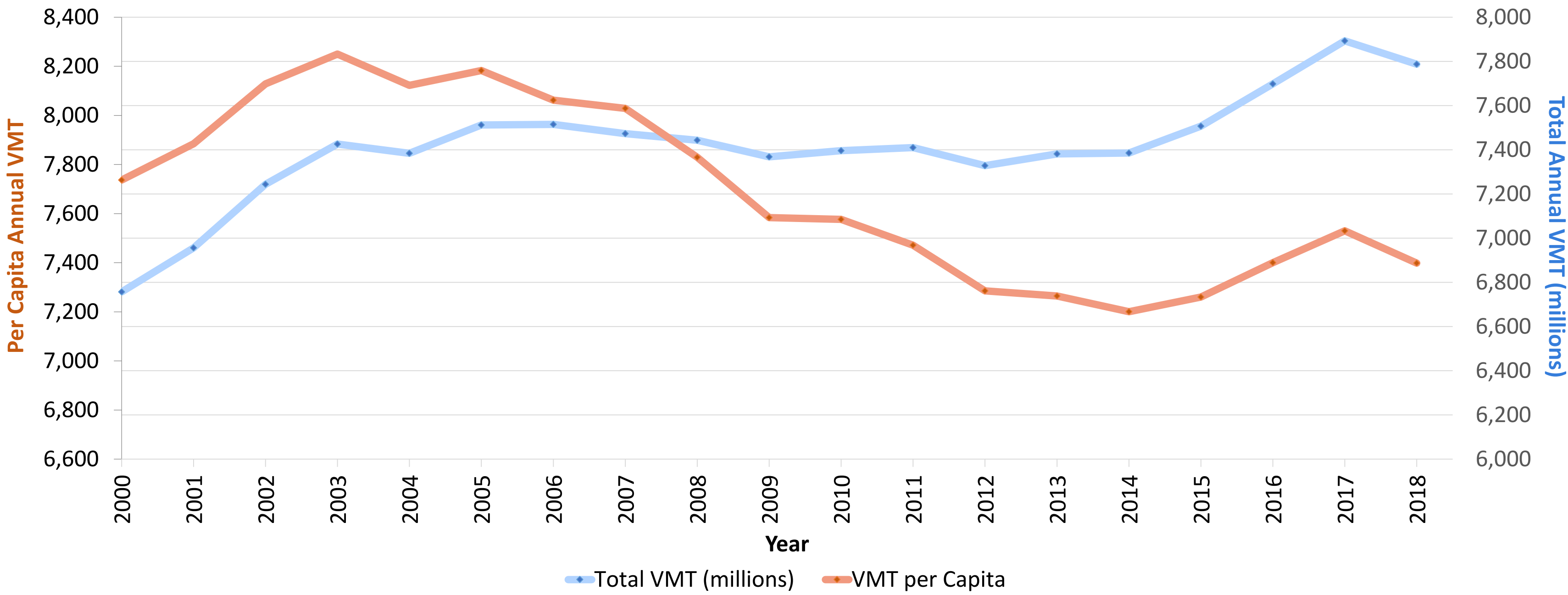


Shared Micromobility encompasses all shared-use fleets of small, fully or partially human-powered vehicles such as bikes, e-bikes, and e-scooters.

Source: NACTO

Changing Travel Trends (County)

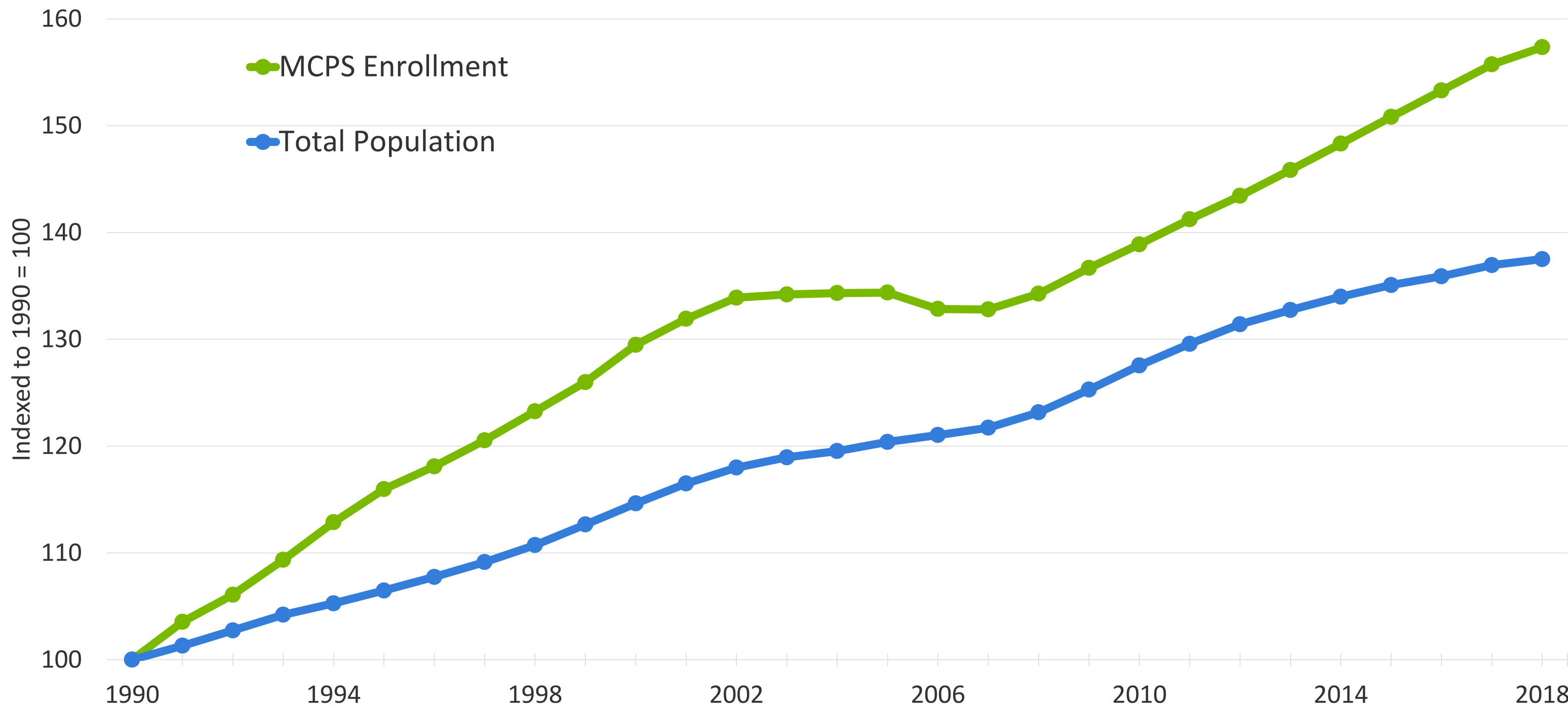
VMT and VMT Per Capita Trends, 2000-2018



Sources: Maryland State Highway Administration, Office of Planning and Preliminary Engineering, Data Services Division, Annual Vehicle Miles of Travel Report (retrieved from [http://sha.md.gov/OPPEN/Vehicle Miles of Travel.pdf](http://sha.md.gov/OPPEN/Vehicle_Miles_of_Travel.pdf)) and U.S. Census Bureau; American Community Survey 1-Year Estimates.

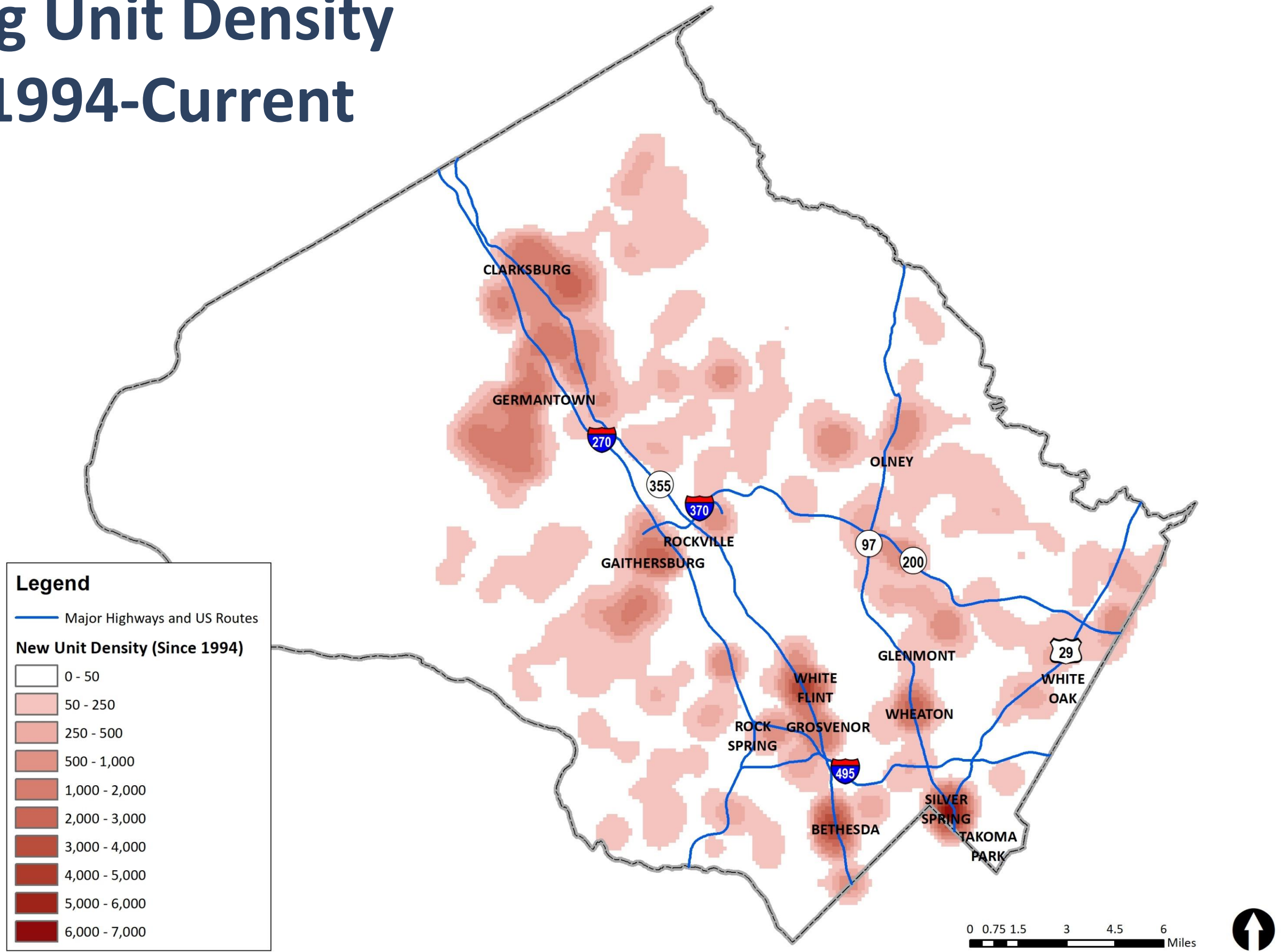
Enrollment vs. Population, 1990-2018

Enrollment and Population Growth Indexed to 1990 (1990-2018)



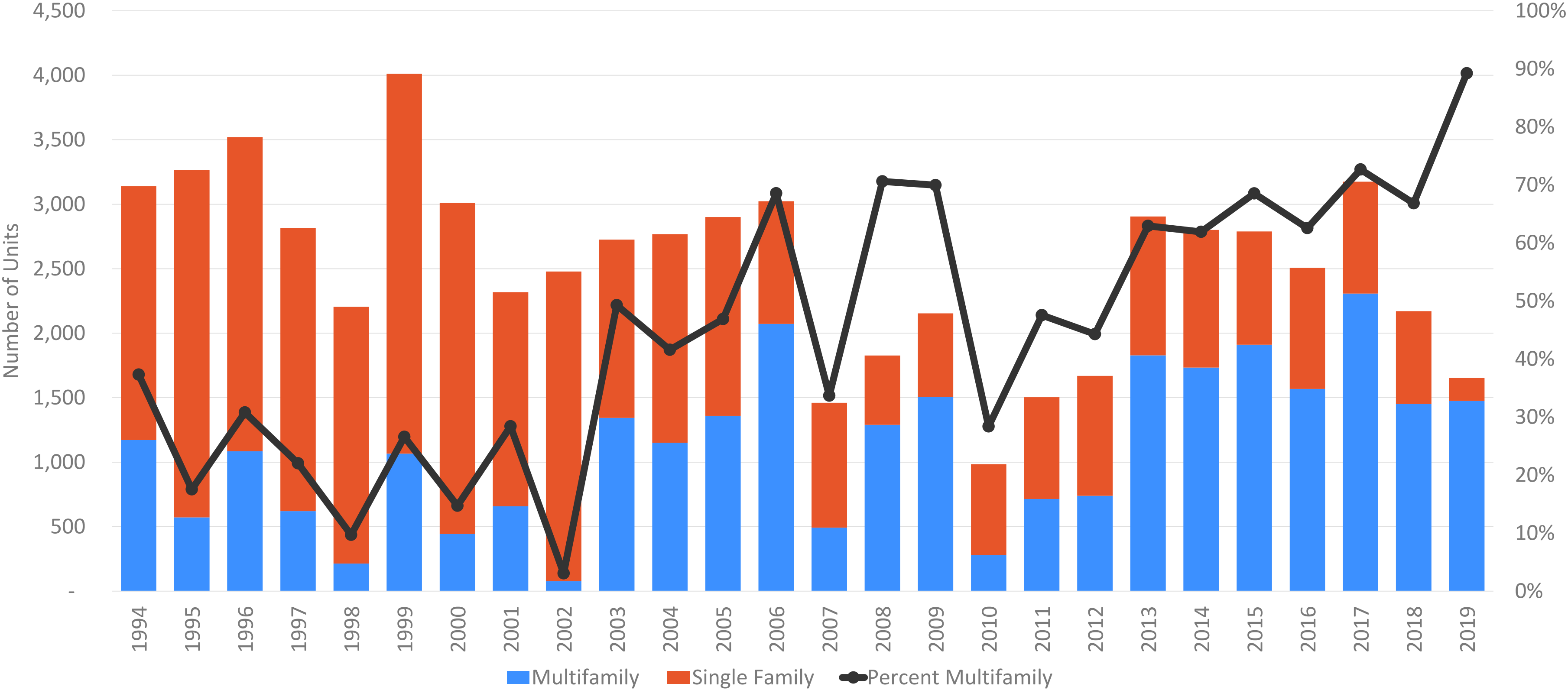
Source: Montgomery County Public Schools Enrollment; U.S. Census Bureau, Decennial U. S. Census, Population Estimate Program

New Housing Unit Density (All Types), 1994-Current



Source: SDAT

Housing Units Built by Year and Type, 1994-Current



Source: SDAT

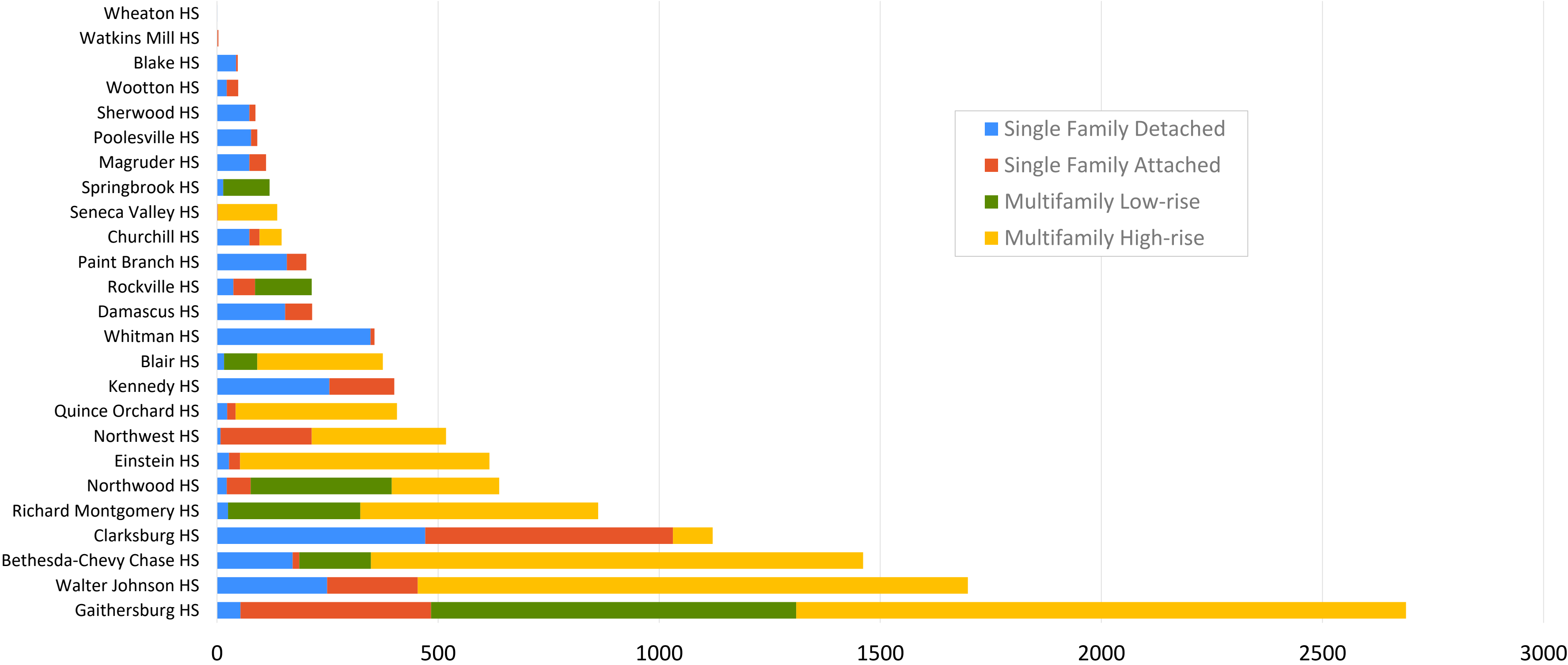
Housing Growth, 2015-18

- Clusters with the most housing growth between 2015 and 2018:
 - Gaithersburg – 2,689 units
 - Walter Johnson – 1,698 units
 - Bethesda-Chevy Chase – 1,461 units
 - Clarksburg – 1,121 units
 - Richard Montgomery – 862 units

Source: SDAT

Housing Growth, 2015-18

by Cluster



Source: SDAT

Enrollment Growth, 2015-18

K-12

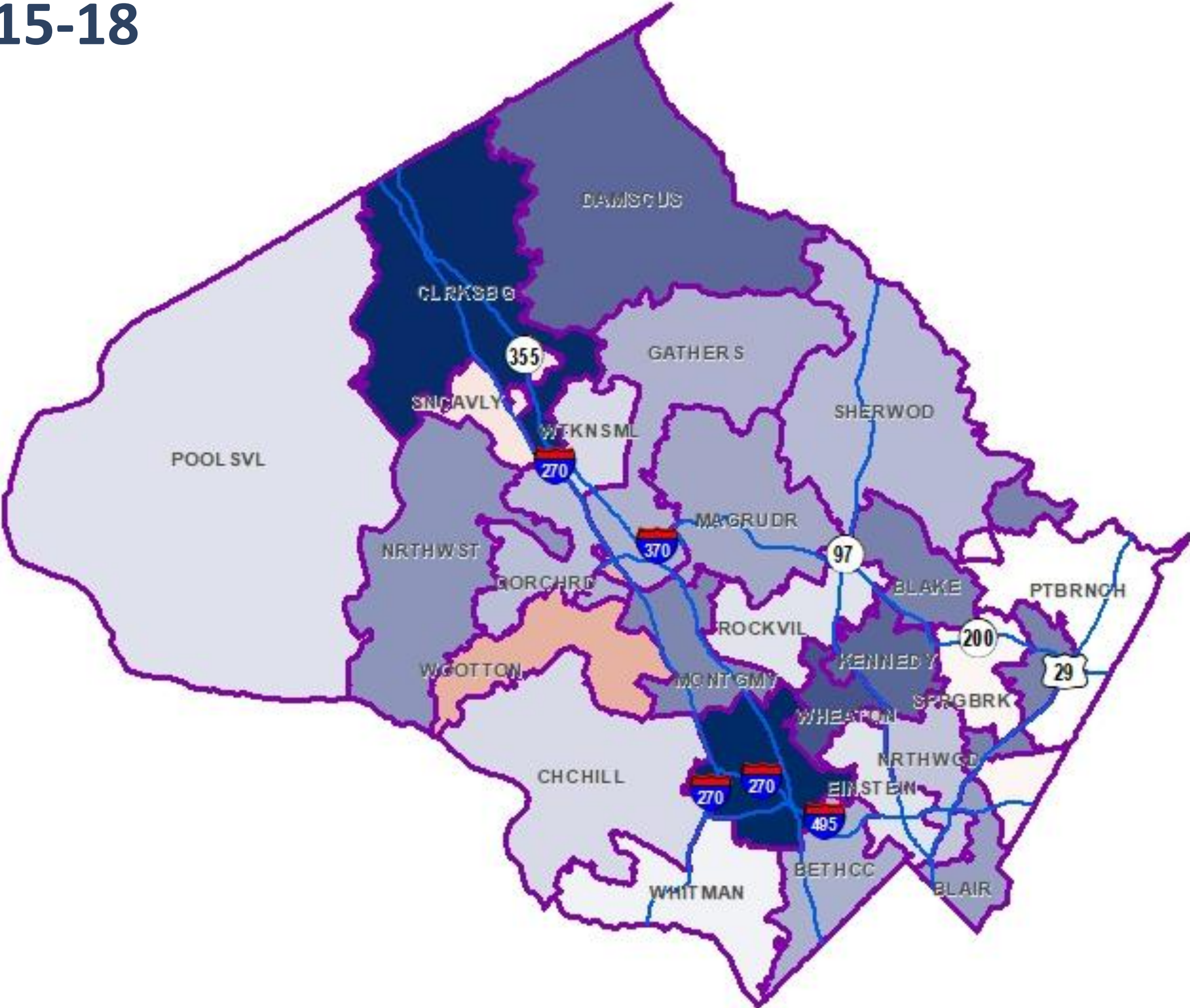
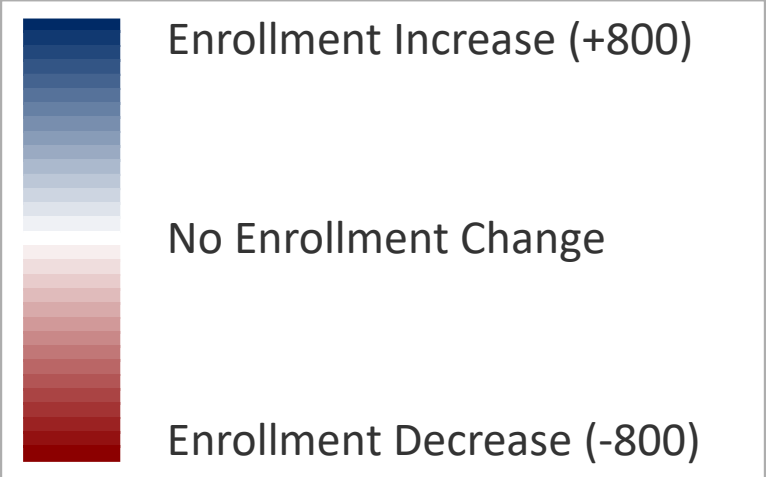
- Clusters with the highest enrollment growth between 2015 and 2018:
 - Walter Johnson – 789 students
 - Clarksburg – 776 students
 - Wheaton – 576 students
 - John F. Kennedy, Jr. – 492 students
 - Damascus – 490 students

Sources: MCPS FY 2020 and FY 2017 Master Plans

Change in Enrollment, 2015-18

K-12

by Cluster

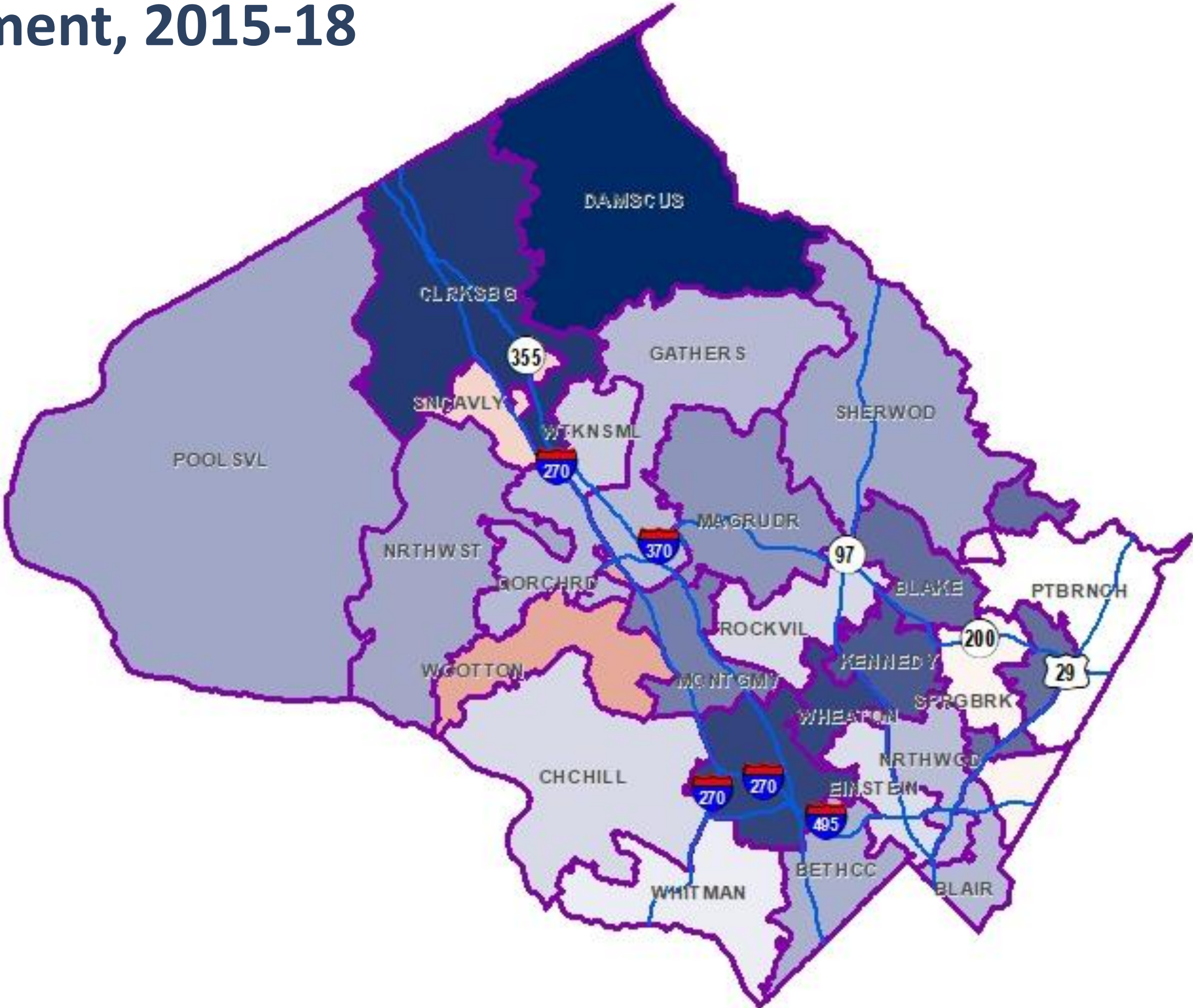
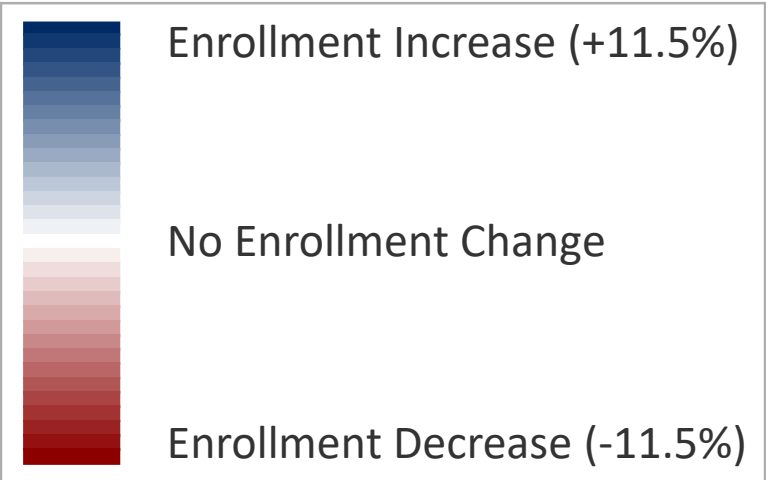


Sources: MCPS FY 2020 and FY 2017 Master Plans

Percent Change in Enrollment, 2015-18

K-12

by Cluster

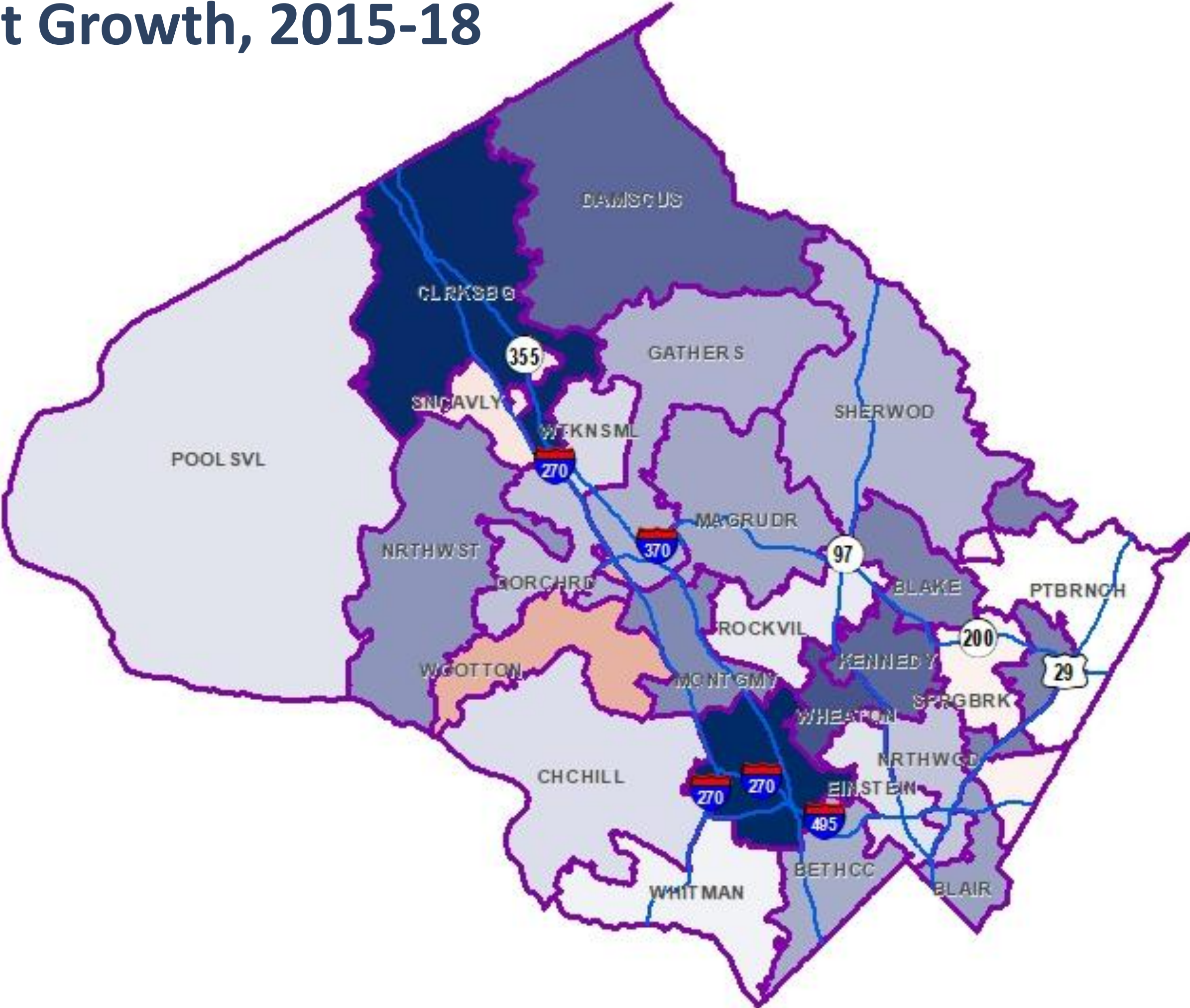
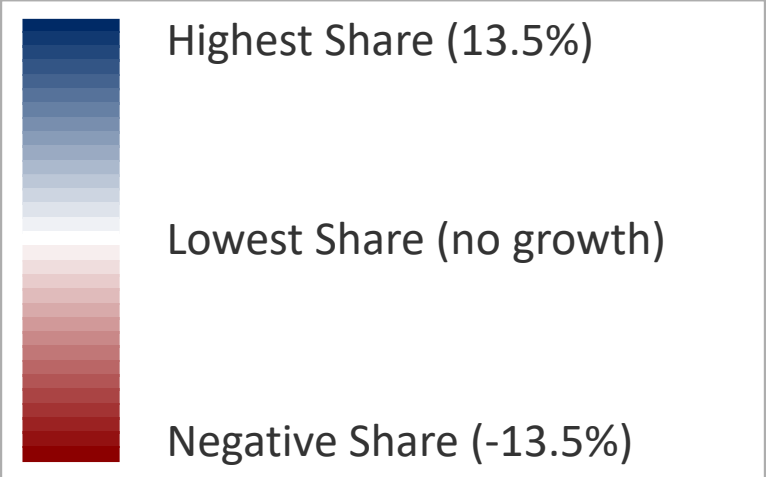


Sources: MCPS FY 2020 and FY 2017 Master Plans

Share of MCPS Enrollment Growth, 2015-18

K-12

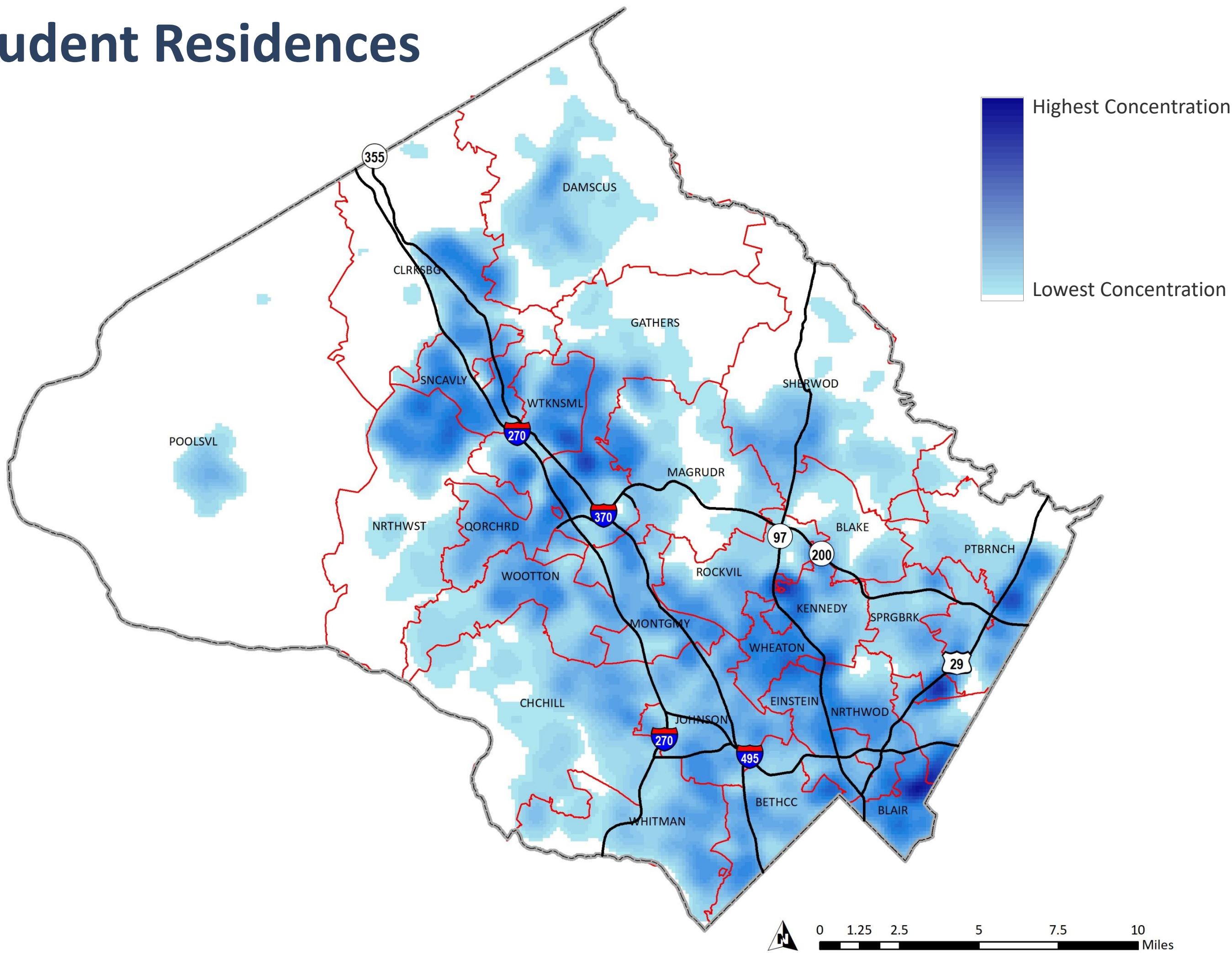
by Cluster



Sources: MCPS FY 2020 and FY 2017 Master Plans

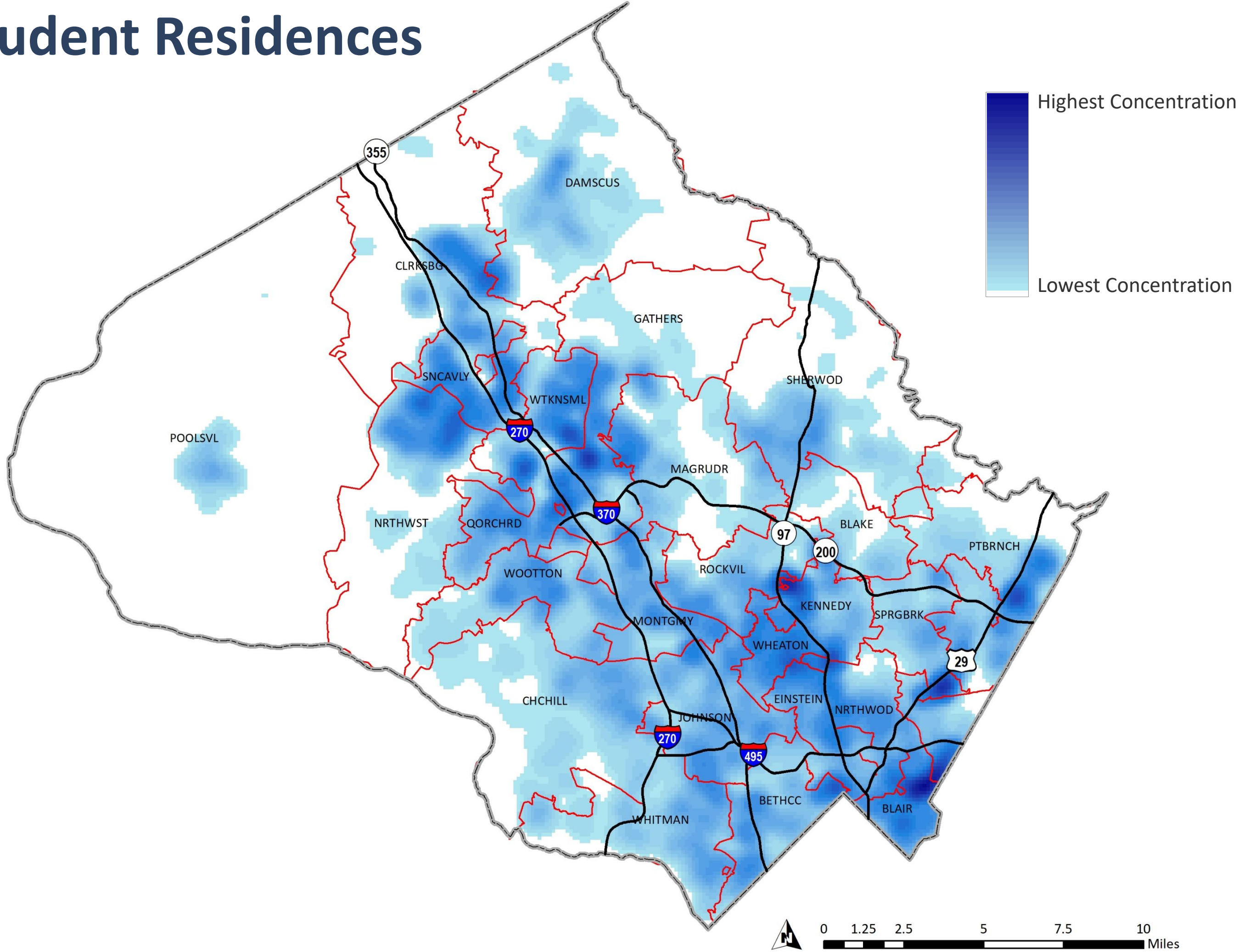
Heat Map of Student Residences

2015

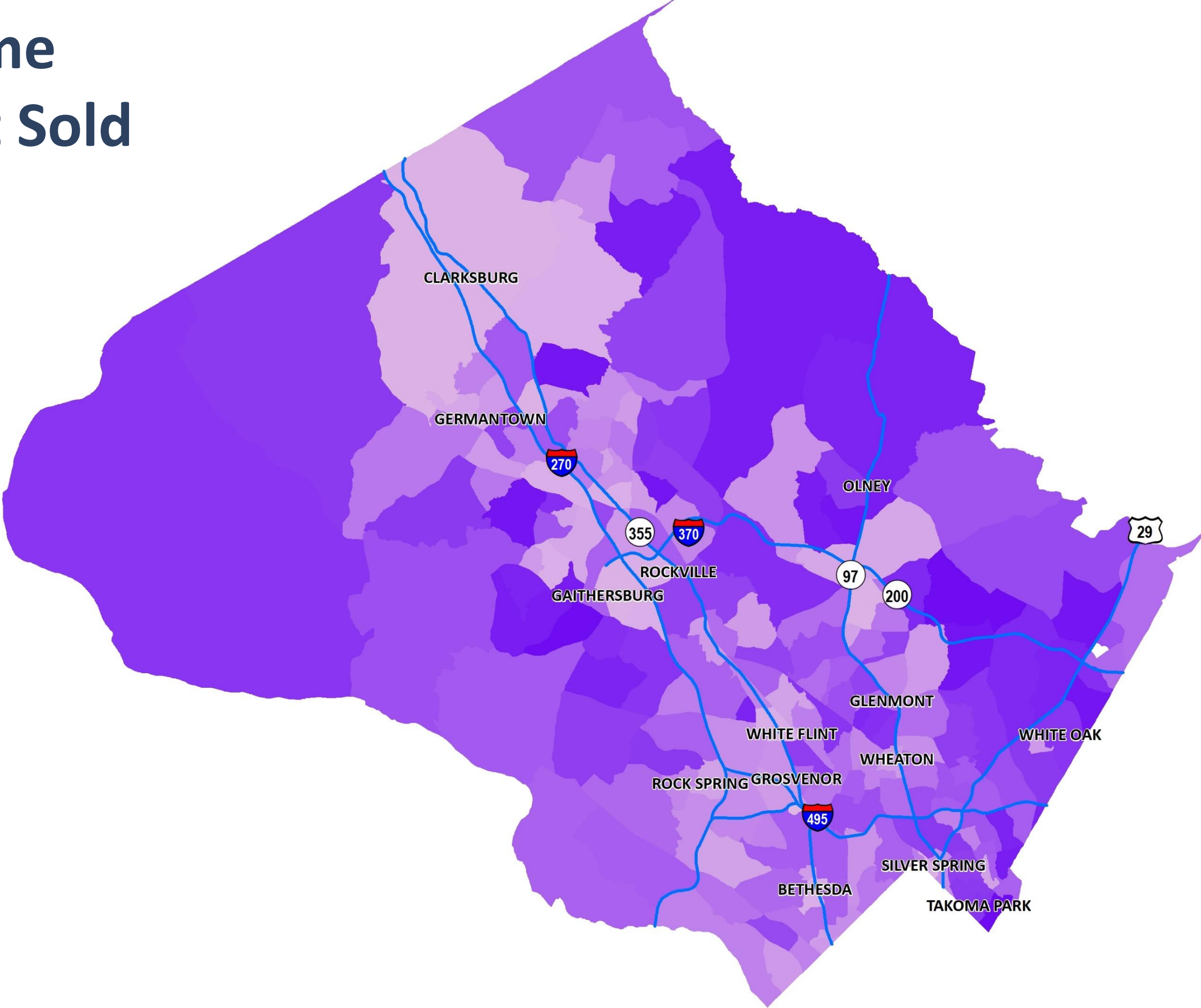


Heat Map of Student Residences

2018



Average Length of Time Since Units Were Last Sold by Census Tract



Average Length of Time Since Units Were Last Sold by Census Tract with Cluster Borders

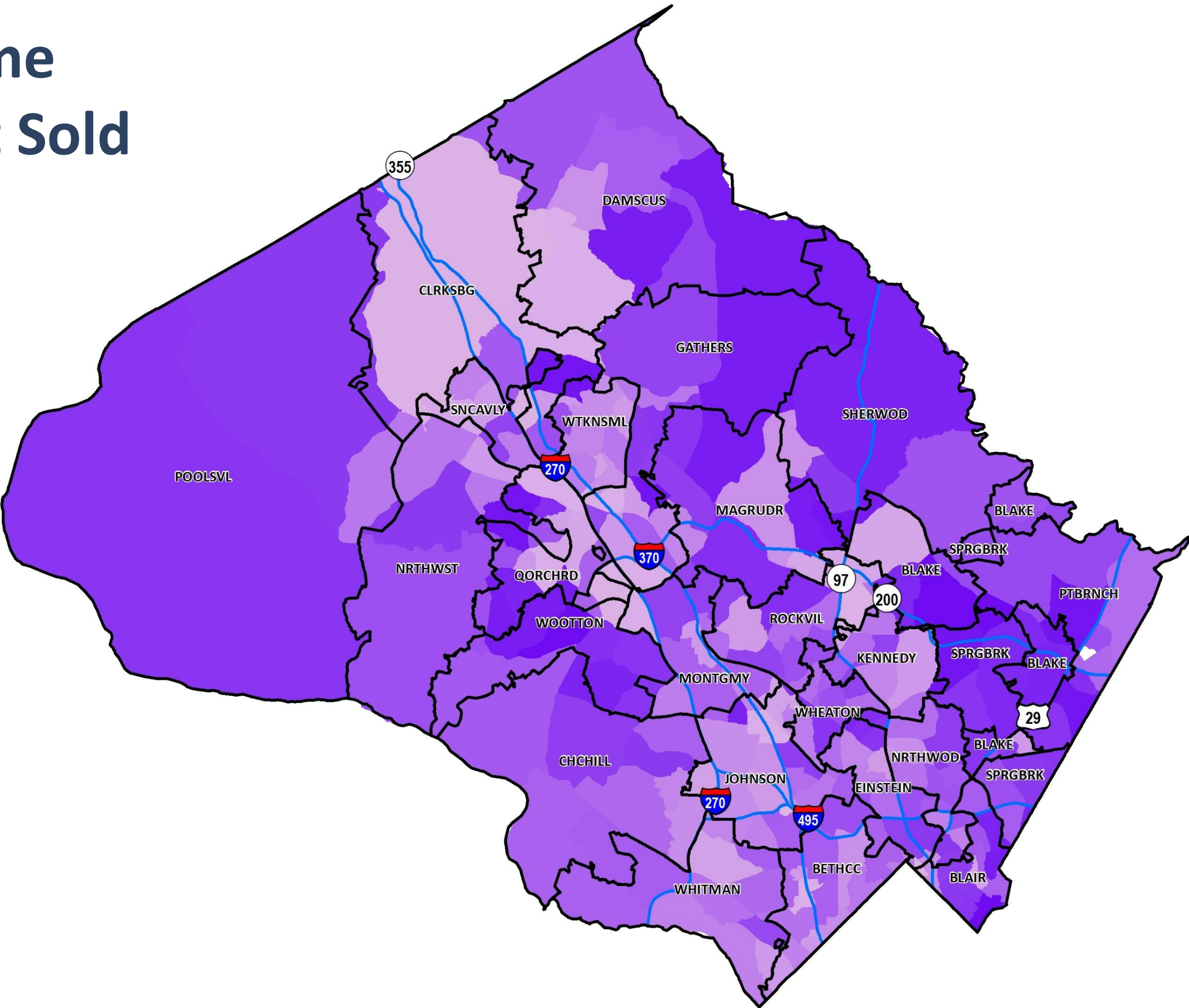


Table Discussions

Table Discussion Ground Rules

1. Lean in and Lean out.
 - If you easily jump into conversation, wait 10 seconds.
 - If you are typically quieter, lean in more quickly.
2. Listen to understand. Suspend your beliefs to hear someone else's experience.
3. Speak for yourself, not a group, and use “I” statements.
4. Disagree with people without being disagreeable.
5. It's okay to disagree. We are not aiming to agree. You do not have to persuade each other.

Thank you!

www.MontgomeryPlanning.org/SSP