

Planning Board Draft Gaithersburg West Master Plan

October 29, 2009 PHED Committee Worksession
Council President Andrews Questions (Attachment B)

July 2009
Planning Board Draft

gaithersburg west master plan

The Life Sciences Center



Gaithersburg West Master Plan



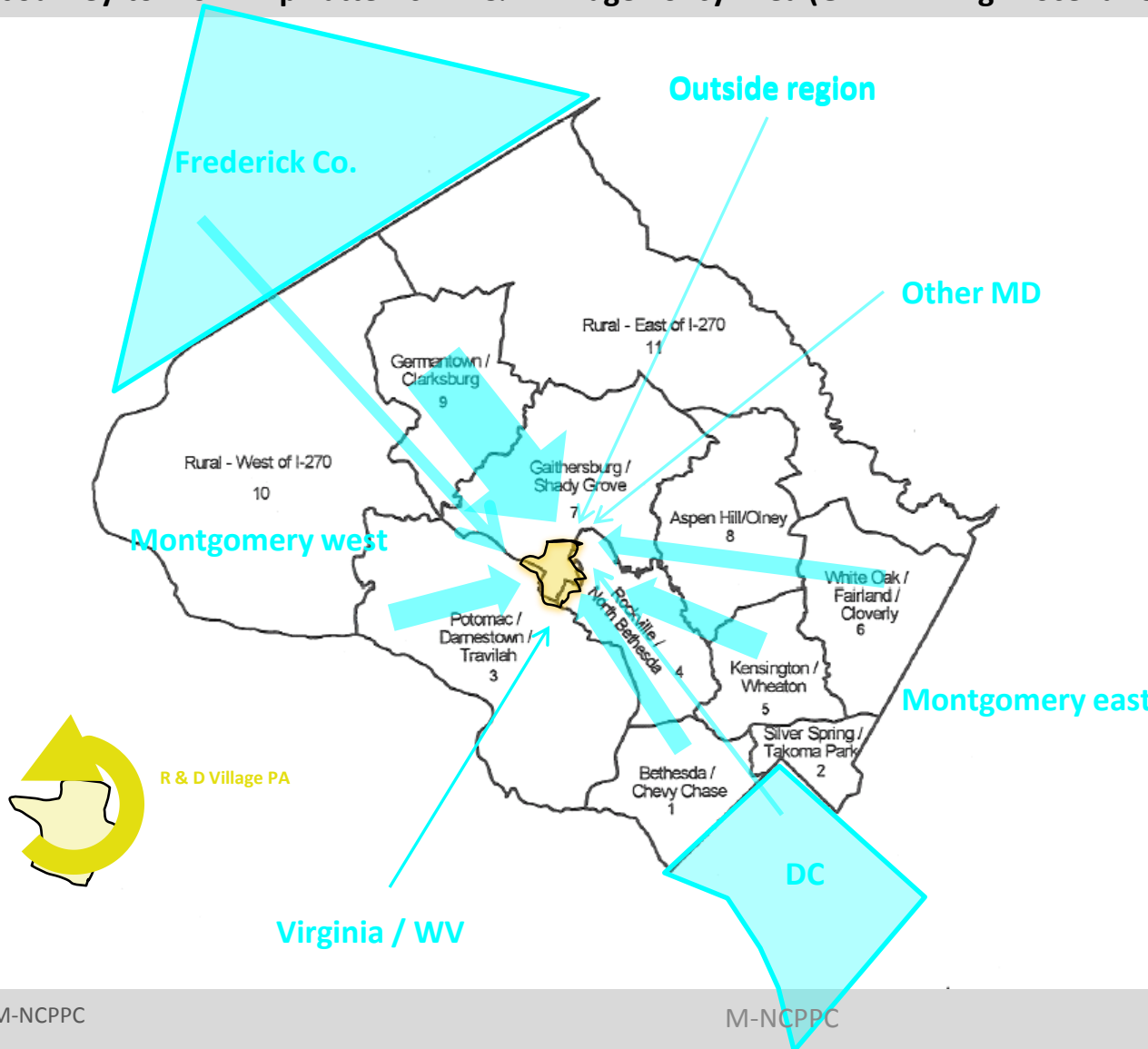
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Question #1 – Where **will** LSC workers come from in the future?

2030 Journey-to-work Trip Patterns – R & D Village Policy Area (GWMP “High” Scenario)



With more density, more internal trips, but most workers will still live in the I-270 Corridor.

Local = trips stay within the R & D Village policy area

Inbound trips = journey to work traveling to the R & D Village policy area

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Question #2 – What is the Plan’s Mode Share Breakout?

- Non-auto drive mode share is a balanced mix of sub-modes

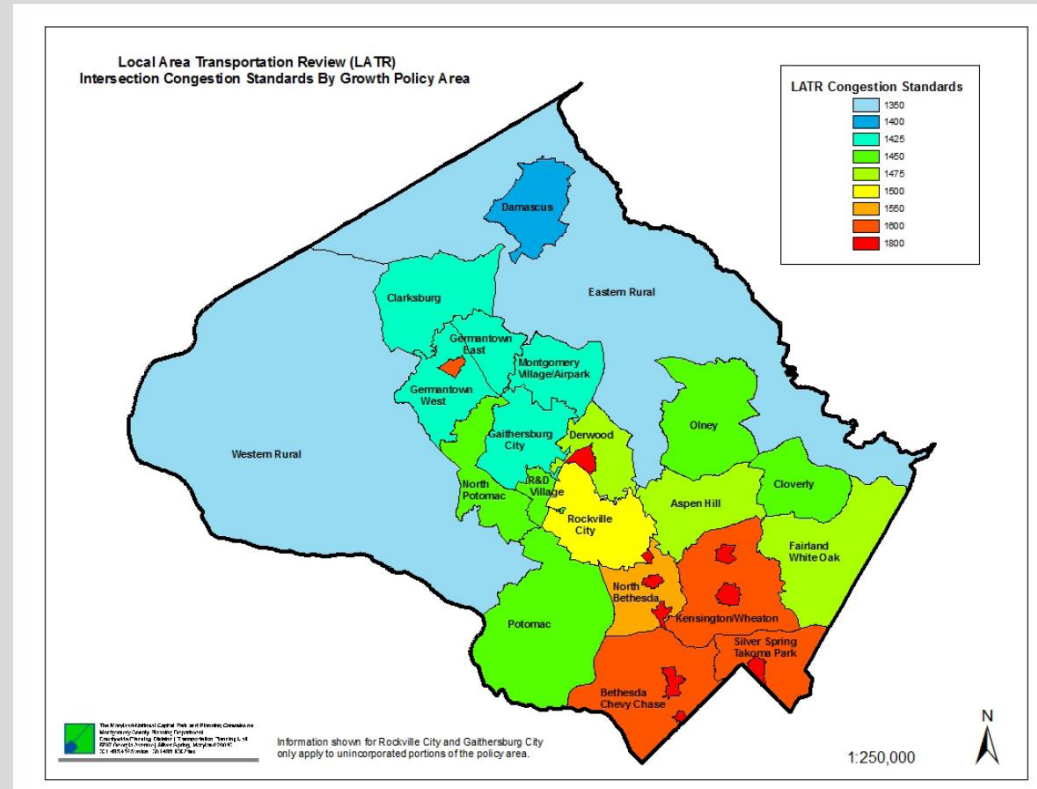
Scenario	Total Trips	By Transit	By Auto Passenger	By Walk/Bike	Total Non-Driver	Auto Drivers
2005	18,600	6%	8%	2%	16%	15,600
Low Scenario	24,300	9%	10%	3%	22%	19,000
Medium Scenario	56,800	14%	10%	4%	28%	40,900
High Scenario	70,200	15%	10%	7.5%	32.5%	47,400

Exhibit C-2 – Estimated Journey to Work Mode Share for R&D Village Policy Area Employees

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Question #3 – Why the CLV Standard for the LSC area?

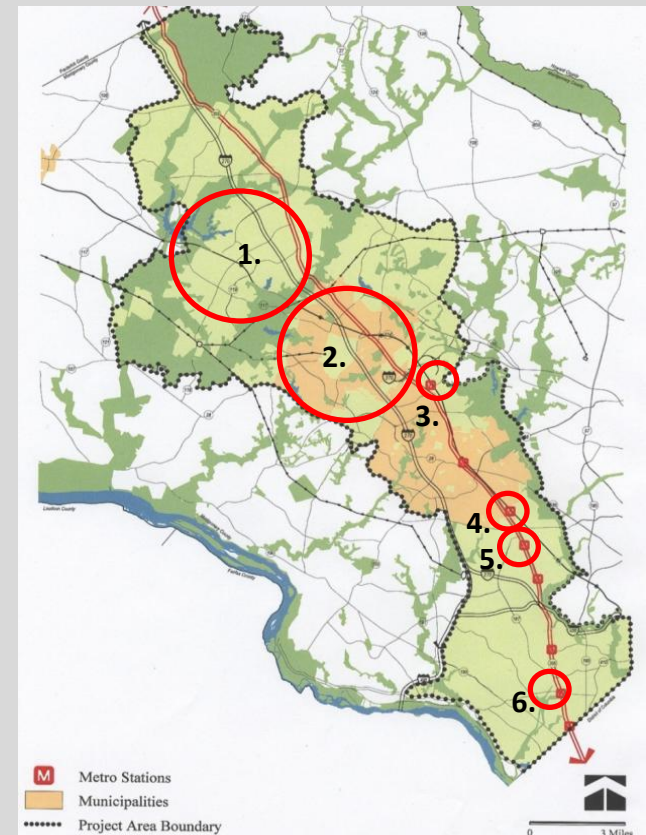
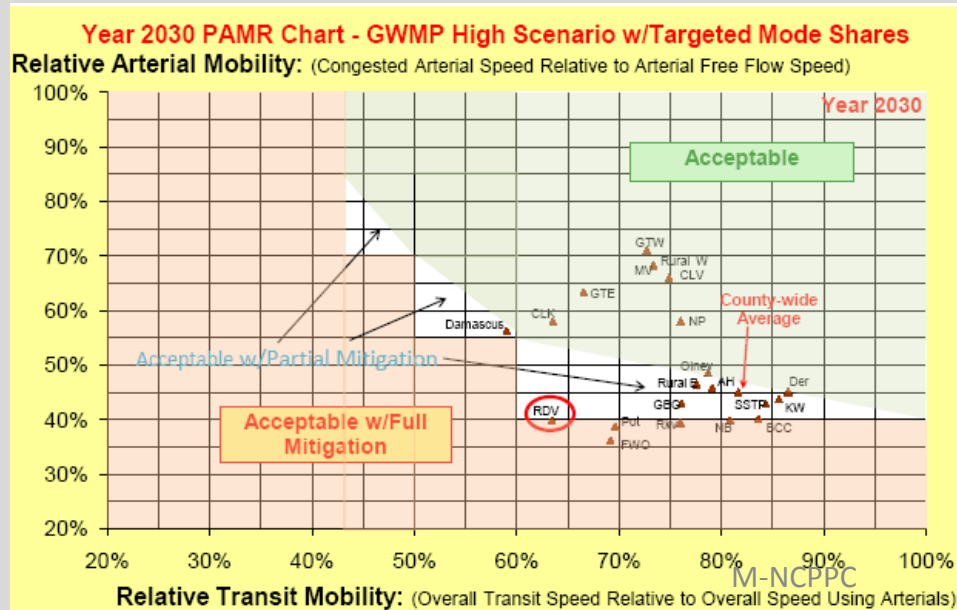
- 1600 CLV is appropriate at end-state
- Standard is consistent with Plan's level of transit service (CCT)
- Comparable to Germantown Town Center Policy Area
- Begin planning for it now



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Question #4 – Why is Board comfortable with assumptions in transportation plan?

- Transportation – land use balance based on current County policies
- Regional growth assumed in forecasts
- Increased CCT ridership improves cost-effectiveness, competitiveness
- Mode share goals consistent with other Plans

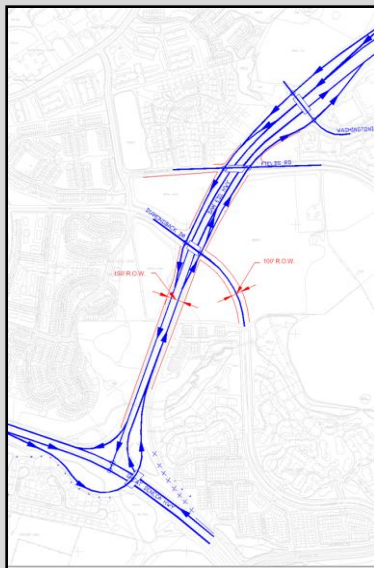


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Question #5 – How many interchanges are needed at different levels of development?

Question #6 – Can the MD 119/Muddy Branch Rd interchange be eliminated from the Plan?

- Interchanges should be planned for at any of the development levels examined
- Great Seneca/Key West interchange can be removed
- Interchange designs should be urban and compact



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Attachment B – Council President Questions

Question #7 How can the LSC be a live/work community if there is an imbalance of jobs and housing?

- LSC has been an employment center since its inception
- Small areas such as the LSC are rarely “in balance”
- Draft Plan seeks to introduce housing into the LSC, producing better J/H balance than 1990 Plan
- Link employment centers with housing areas by the CCT

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Question #7: Jobs/Housing Ratios

Alternative	Commercial S.F. Total	Jobs	Dwelling Units	J/H Ratio
Existing Development	7,000,000	21,200	3,300	6.4
Existing & Approved	10,700,000	30,550	3,300	9.2
1990 Master Plan	13,000,000	38,000	3,800	10.0
2009 Draft Master Plan	20,000,000	60,000	9,000	6.6
Existing Mid-County Area		72,000	25,000	2.0
I-270 Planning Area		165,000	107,000	1.5

Estimated Years to Build-Out of 2009 Master Plan: 35 to 45 Years

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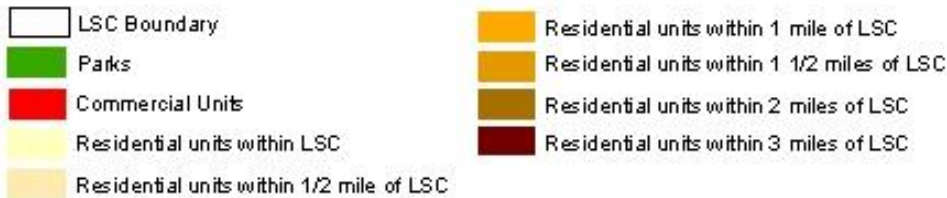
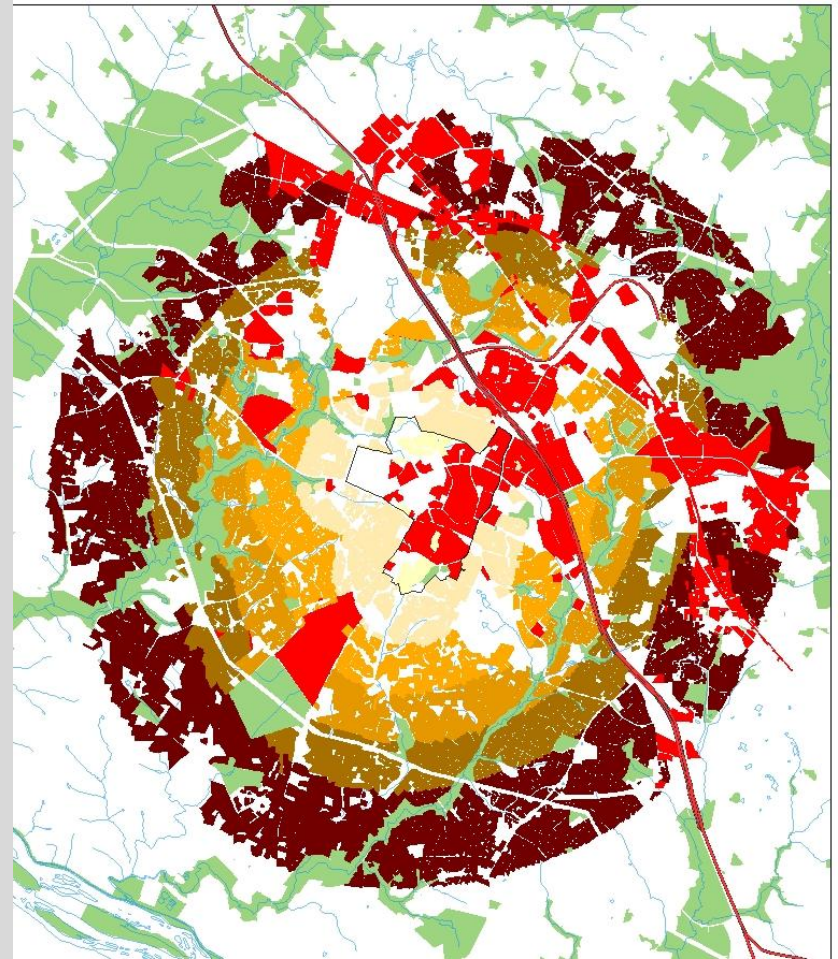
Question #7: Jobs-Housing Balance

	LSC Area	½ mile	1 mile	1.5 miles	2 miles	3 miles	I-270 Corridor
Commercial SF	6,940,000	12,587,304	18,443,522	21,351,528	26,658,062	42,422,513	57,727,792
Jobs	21,200	35,964	52,696	61,004	76,166	121,207	164,937
Dwelling Units	3,262	9,205	16,217	26,157	36,082	58,987	106,995
Jobs/ Housing	6.49	3.91	3.25	2.33	2.11	2.05	1.54

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Question #7: Jobs-Housing Balance

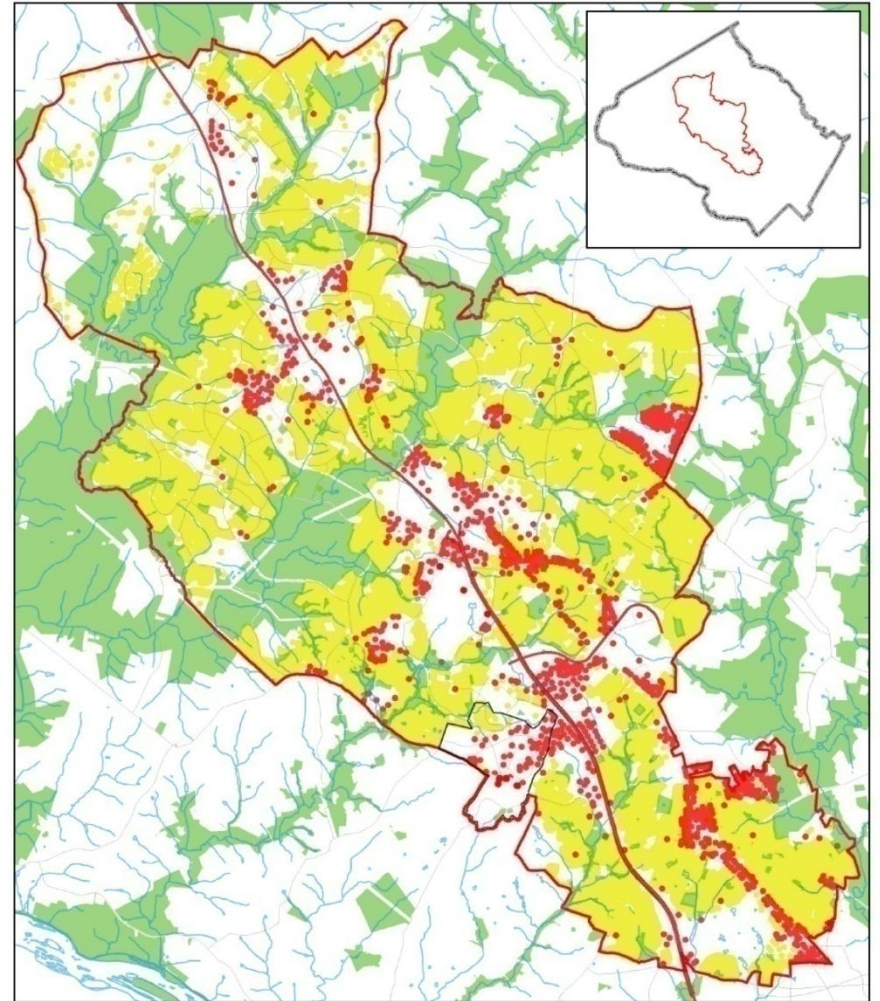
Jobs:Housing	
LSC	6.07
0.5 Mile	3.91
1 Mile	3.25
1.5 Mile	2.33
2 Mile	2.11
3 Mile	2.05
I-270 Plan Area	1.54



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Question #7: Jobs-Housing Balance I-270 Corridor Planning Area

Commercial Sq. Ft.	57,727,792
Jobs (1/350 Sq. Ft.)	164,937
Dwelling Units	106,995
Jobs to Housing Ratio	1.54



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Question #8 - What are the trip rates for the LSC area ?

- White Flint trip rates slightly lower
- Higher employee density slightly more than offset by higher NADMS

For instance, the following PM peak hour vehicle trip generation rates for each 1,000 square feet of development are described in each Plan's appendix:

- Office space, 1.20 in LSC, 1.16 in White Flint
- Retail space, 3.00 in LSC, 1.70 in White Flint
- Industrial space, 1.00 in LSC, 1.03 in White Flint
- Other space, 1.00 in LSC, 1.21 in White Flint
- High rise residential (per unit), 0.48 in LSC, 0.46 in White Flint

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Attachment B – Council President Questions

Question #9: What growth scenarios have been modeled?

- Three initial scenarios (low, medium, high) in Fall 2008
- Planning Board Draft and PHED Committee Scenarios in Fall 2009
- Growth reflects Plan yield and Round 7.1 elsewhere in Region (1.2 million new jobs)
- Mode shares start as model output, then adjusted for TDM

Gaithersburg West Master Plan JHU / LSC Local Area Model

Demographic Analysis Summary

Scenario	LAM #	Date	Commercial					Residential							
			Gross Square Feet (000s)					Jobs					DU		
			Office	Retail	Industrial	Other	TOTAL	Office	Retail	Industrial	Other	TOTAL	SF	MF	TOTAL
			250	400	450	500									
Existing	0	04/30/08	3504	195	1577	1594	6870	14016	488	3504	3188	21196	705	2595	3300
1990 Plan	1	04/30/08	5973	265	3898	2401	12537	23892	663	8662	4802	38019	705	3095	3800
High Scenario	8	09/30/09	8130	674	8408	4713	21925	32520	1685	18684	9426	62315	695	12918	13613
Final (Planning Board)	9	09/30/09	7950	699	6409	5579	20637	31800	1748	14242	11158	58948	705	7595	8300
M-NCPPC Scenario 1	10	10/06/09	7462	592	5789	4795	18638	29848	1480	12864	9590	53782	705	7595	8300

Demographics listed for Local Area Model portion in Gaithersburg West Master Plan area

LAM includes portion of City of Rockville west of I-270 and north of Darnestown Road, with 4.4M GSF commercial and 1400 DU current; 5.4M GSF commercial and 1400 DU future (per MWCOC Round 7.1)
LAM includes Crown Farm and Washingtonian Center in Gaithersburg with 1.8M GSF commercial and 100 DU current; 2.6M GSF commercial and 2300 DU future

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Question #10 – How does RRD Plan compare to Final Draft Plan?

- Low scenario, 1990 Plan, and RRD Plan similar in scope
- Less total VMT and traffic volume
- Higher through traffic
- Same infrastructure (except for CCT alignment)
- Lower mode share goal

Scenario	Commercial square feet in LSC Policy Area	Dwelling units in LSC Policy Area	Vehicle Miles of Travel	Vehicle Hours of Travel	Average Transit Travel Time (minutes)	Relative Arterial Mobility	Plan in Balance?
Low Scenario	7.2M	500	63,000	5,200	48	54%	Yes
Medium Scenario	12.4M	4,800	75,000	7,700	44	43%	Yes
High Scenario	16.1M	9,700	82,000	9,200	43	39%	No (<40%)

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Question #11 - What is staff's response to the MDOT letter?

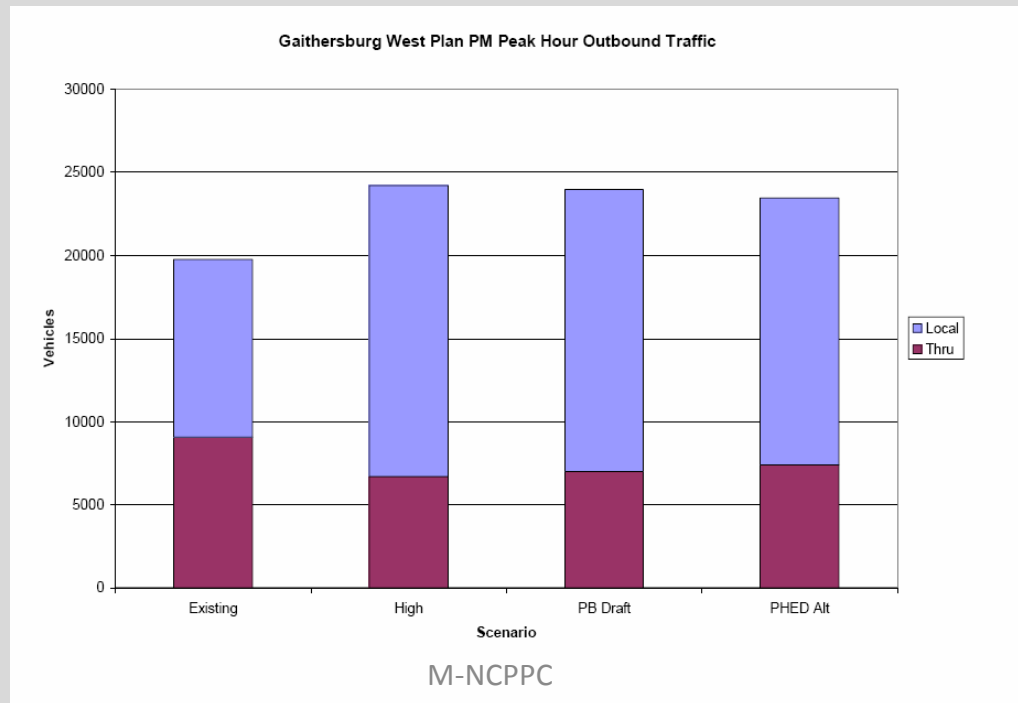
- Concurrence that additional capacity on I-270 (under study now) and Sam Eig Highway (to be implemented in stages) is needed.
- Recognition of City of Rockville's I-270/Gude Drive interchange to relieve existing MD 28
- Recognition of differences between planning horizons and implementation horizons for CIP/CTP and CLRP



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Question #12 – Is the effect of increased congestion on through travelers an acceptable tradeoff?

- Increasing LSC value as a destination reduces number of through travelers
- Plan meets PAMR standards and proposed LATR requirements
- APFO will be met as development occurs
- Staging plan ensures CCT, mode shares, and infrastructure are phased even if APFO otherwise satisfied



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Question #13: Would jobs in GWMP would reduce jobs at Metro stations, in East County, and in the urban ring?

- County must plan for TOD growth opportunities beyond Metro
- County’s premier location for life sciences must be competitive within the region and nation to attract new companies & workers
- Protect public and private investments made here by allowing TOD growth
- Other County locations could benefit from a strengthened LSC
- Biotech & Research is a “contact sport” industry that enjoys synergies of co-location to foster collaboration

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Question #14 How close in feet would 100' – 150' buildings be to the Belward Farm? Would communities have a line of sight to the farmstead?

- The closest a 100' or 150' building would be to the historic farm house would be 190 feet
- Views of the historic farmstead from Darnestown Road as well as other vantage points will be preserved.



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