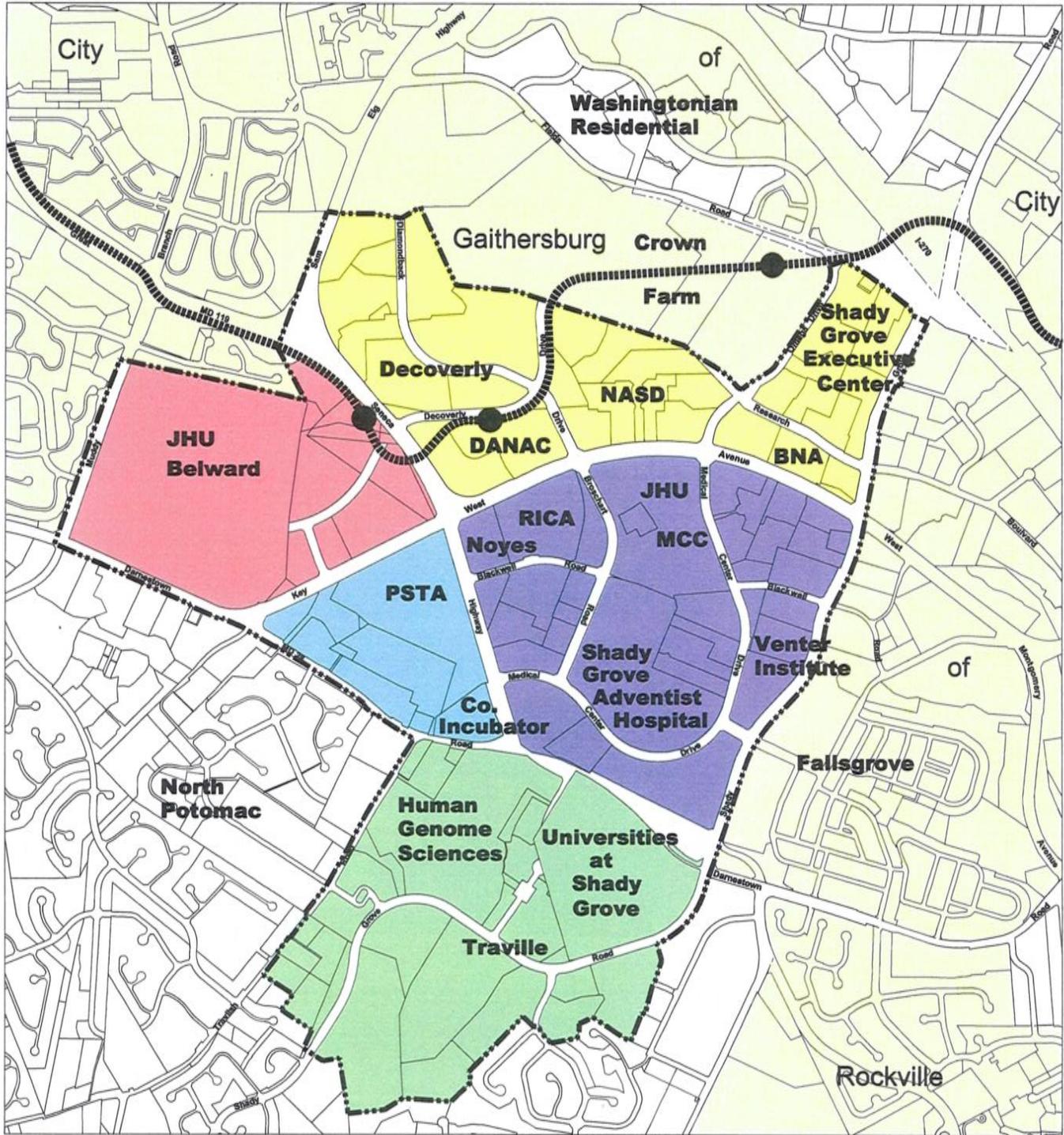




# ATTACHMENT 2

## Life Sciences Center: Districts

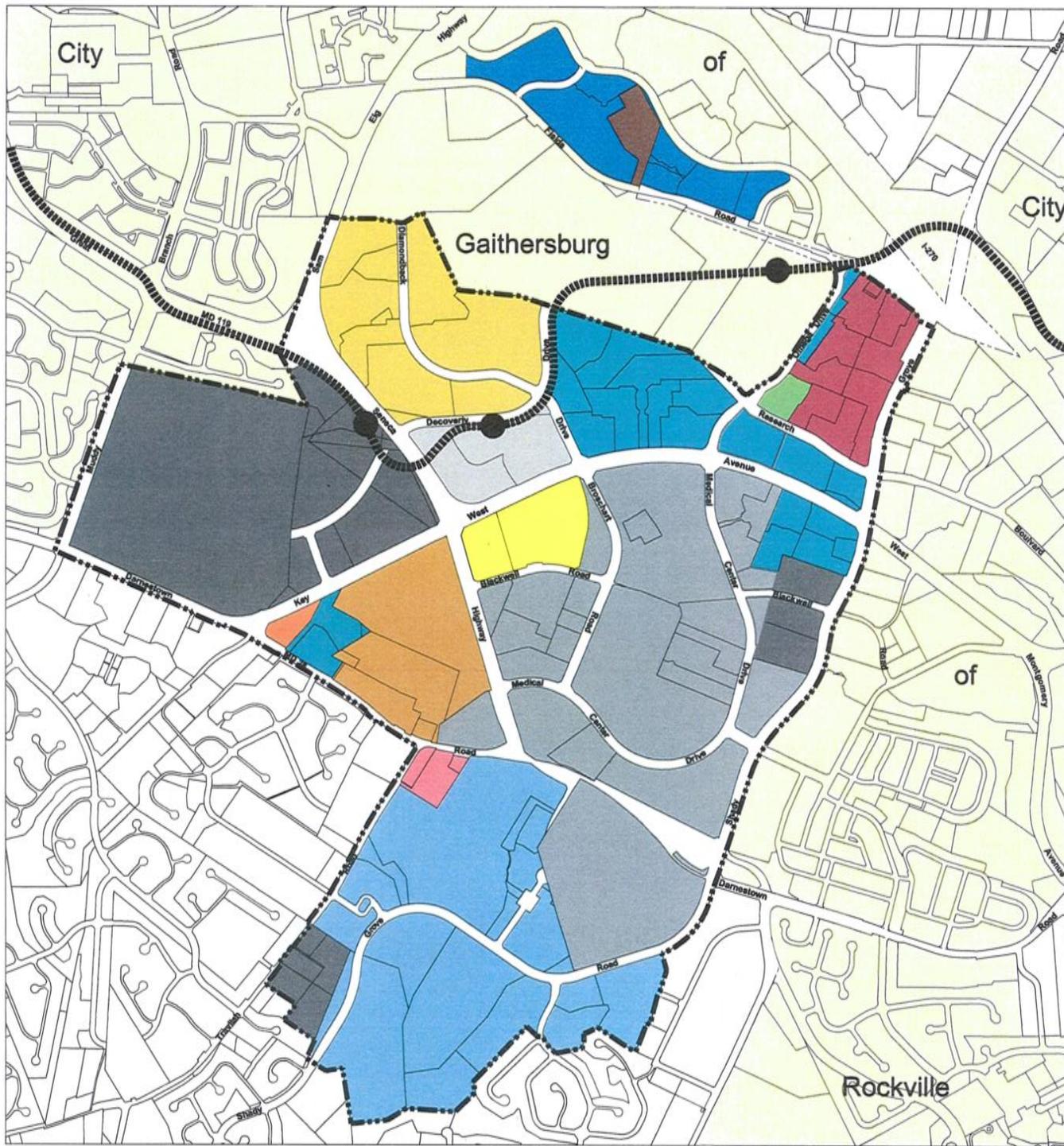


- |  |   |  |             |
|--|---|--|-------------|
|  | Life Sciences Center Study Area         |  | LSC North   |
|  | City of Gaithersburg, City of Rockville |  | LSC Central |
|  | Existing Corridor Cities                |  | LSC South   |
|  | Transitway and Stations                 |  | LSC West    |
|  |   |  | LSC Belward |



# ATTACHMENT 3

## Life Sciences Center Existing Zoning



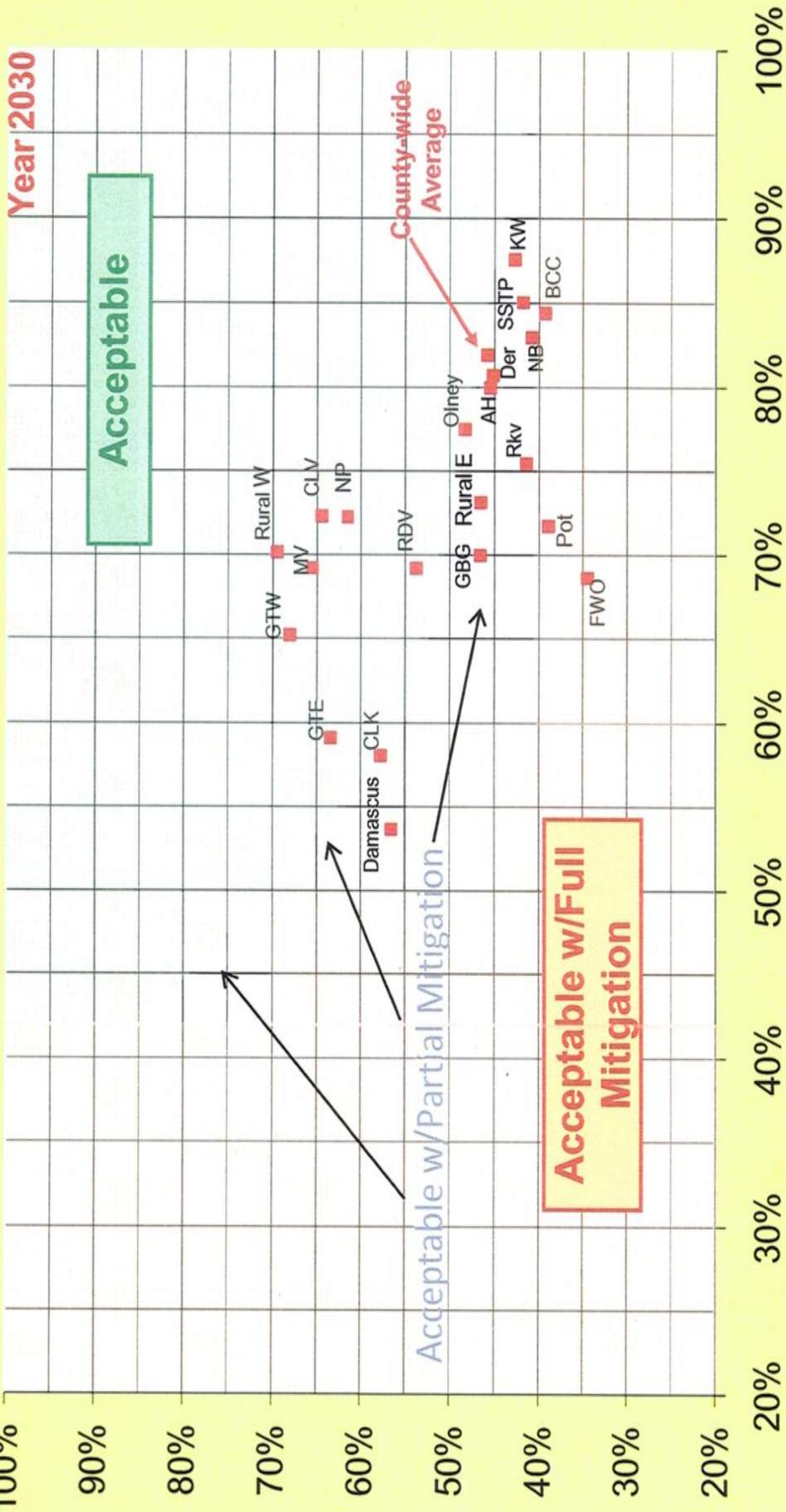
X:\A3\GBURG\JULY2008\GRAPHICS\lifesciencesexistingzoning1.dwg (GB-exlanduse.ctb)

|                                     |   |                                  |  |
|-------------------------------------|---|----------------------------------|--|
| R-200 Residential, One-Family       | MXN Mixed-Use, Neighborhood Zone        | H-M Hotel-Motel                  | Life Sciences Center Study Area                  |
| R-90/TDR Residential, One-Family    | O-M Office Building, Moderate Intensity | I-3 Technology and Business Park | City of Gaithersburg, City of Rockville          |
| R-60/TDR Residential, One-Family    | C-2 General Commercial                  | R&D Research and Development     | Existing Corridor Cities Transitway and Stations |
| R-10 Multiple-Family, High Density  | C-3 Highway Commercial                  | LSC Life Sciences Center         |  |
| MXPD Mixed-Use, Planned Residential | C-4 Limited Commercial                  |                                  |  |



### Year 2030 PAMR Chart - GWMP Low Scenario

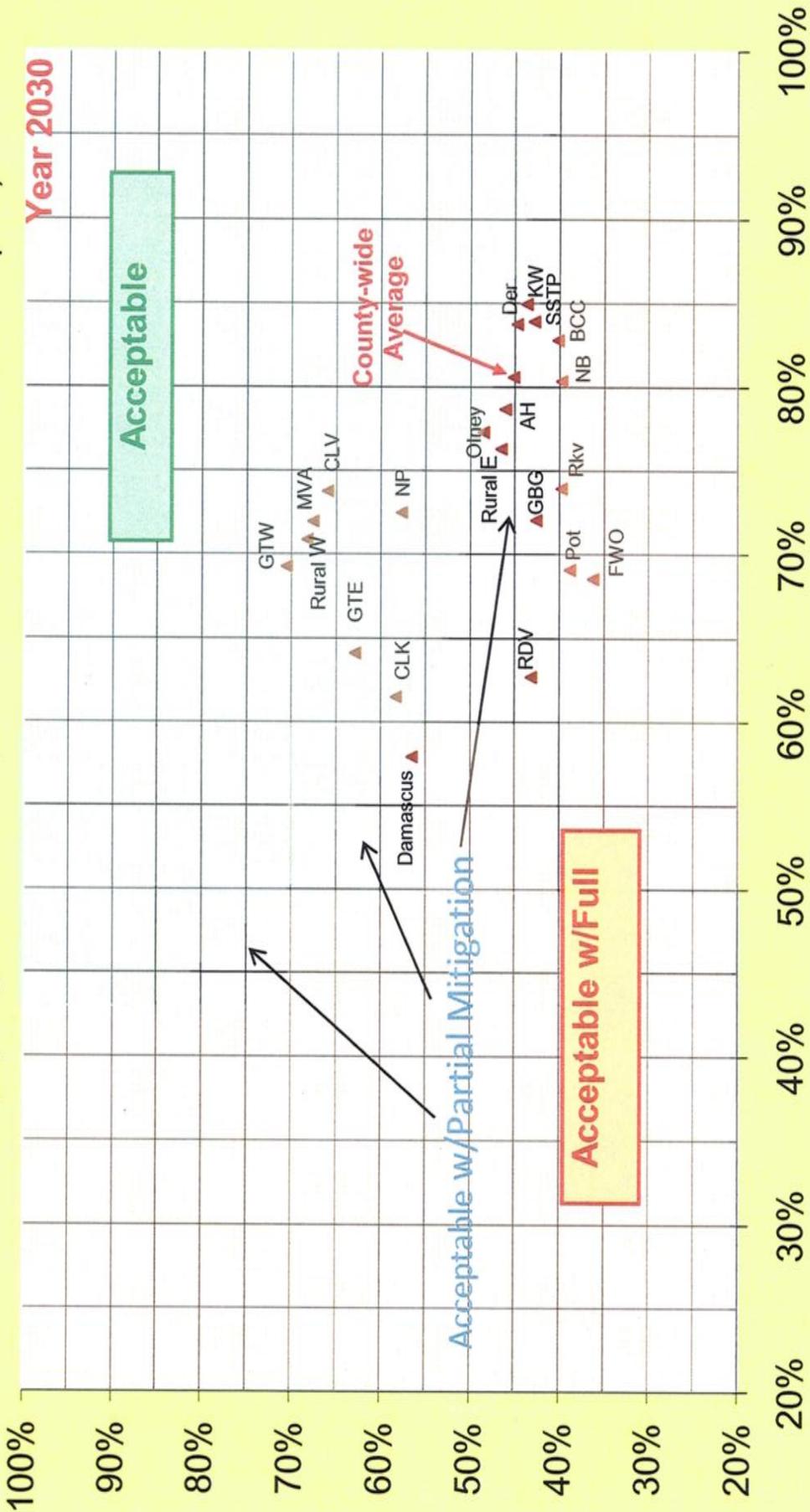
**Relative Arterial Mobility:** (Congested Arterial Speed Relative to Arterial Free Flow Speed)



**Relative Transit Mobility:** (Overall Transit Speed Relative to Overall Speed Using Arterials)

### Year 2030 PAMR Chart - Medium Scenario

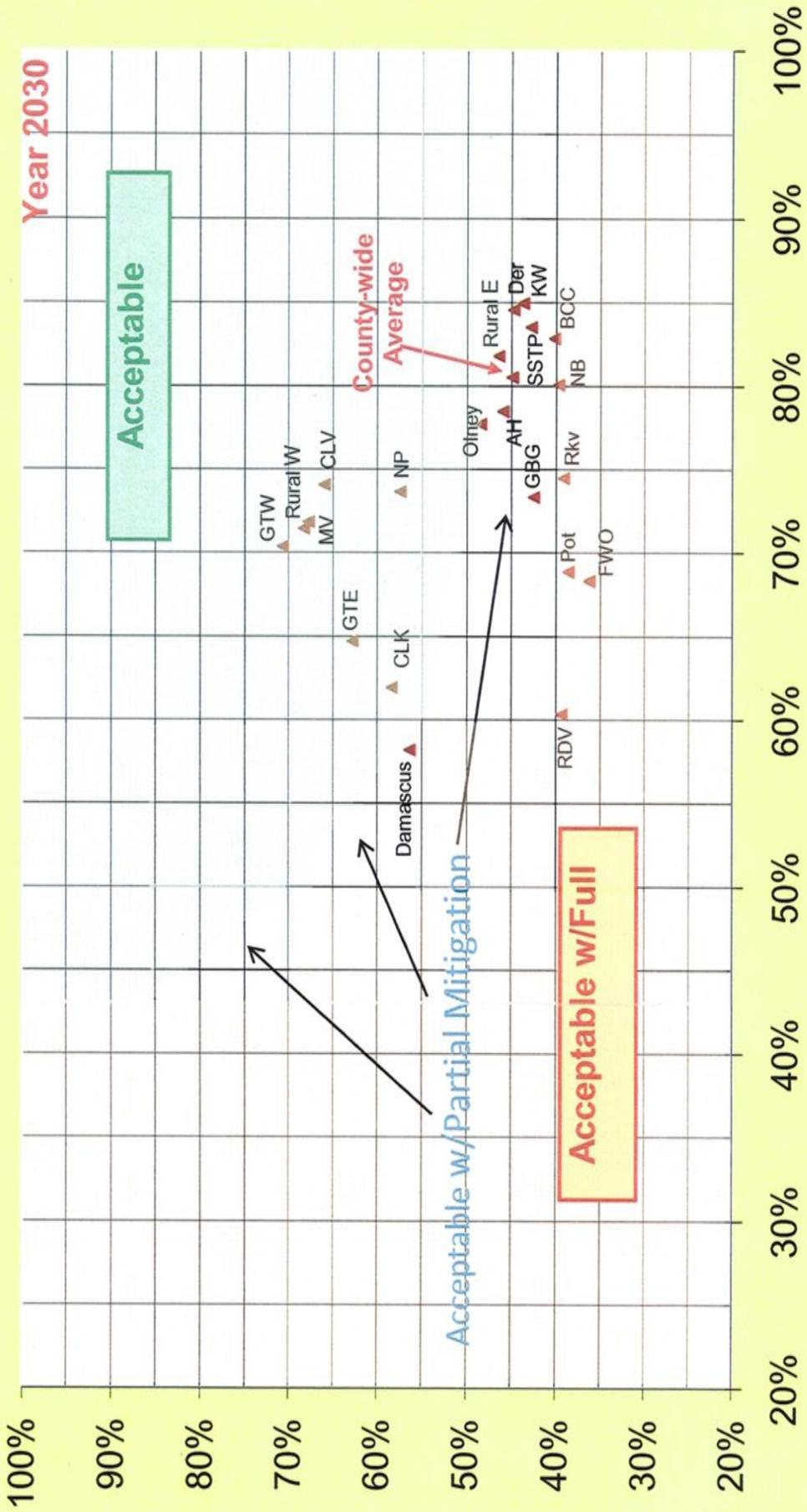
**Relative Arterial Mobility:** (Congested Arterial Speed Relative to Arterial Free Flow Speed)



**Relative Transit Mobility:** (Overall Transit Speed Relative to Overall Speed Using Arterials)

### Year 2030 PAMR Chart - GWMP High Scenario

**Relative Arterial Mobility:** (Congested Arterial Speed Relative to Arterial Free Flow Speed)



**Relative Transit Mobility:** (Overall Transit Speed Relative to Overall Speed Using Arterials)

# ATTACHMENT 7

## Derivation of Year 2030 PAMR Results by Policy Area: GWMP Low Scenario

| Policy Area                    | Relative Arterial Mobility |                 |                 |                  |                  | Relative Transit Mobility  |                              |                             |                           |  |
|--------------------------------|----------------------------|-----------------|-----------------|------------------|------------------|----------------------------|------------------------------|-----------------------------|---------------------------|--|
|                                | VMT                        | VHT (free-flow) | VHT (congested) | Free-Flow Speeds | Congested Speeds | Relative Arterial Mobility | Average Arterial Travel Time | Average Transit Travel Time | Relative Transit Mobility |  |
| Aspen Hill                     | 191,333                    | 5,826           | 12,800          | 32.8             | 14.9             | 46%                        | 41.6                         | 52.0                        | 80%                       |  |
| Bethesda/Chevy Chase           | 410,521                    | 15,862          | 40,326          | 25.9             | 10.2             | 39%                        | 31.1                         | 39.6                        | 79%                       |  |
| Clarksburg                     | 108,593                    | 3,617           | 6,254           | 30.0             | 17.4             | 58%                        | 36.5                         | 62.9                        | 58%                       |  |
| Cloverly                       | 99,648                     | 2,487           | 3,855           | 40.1             | 25.8             | 65%                        | 44.8                         | 61.9                        | 72%                       |  |
| Damascus                       | 91,820                     | 2,269           | 4,005           | 40.5             | 22.9             | 57%                        | 46.8                         | 87.3                        | 54%                       |  |
| Derwood/Shady Grove            | 139,862                    | 4,967           | 10,836          | 28.2             | 12.9             | 46%                        | 37.4                         | 46.5                        | 80%                       |  |
| Fairland/White Oak             | 397,087                    | 10,878          | 31,510          | 36.5             | 12.6             | 35%                        | 40.4                         | 58.9                        | 69%                       |  |
| Gaithersburg City              | 238,556                    | 8,027           | 17,199          | 29.7             | 13.9             | 47%                        | 34.4                         | 49.2                        | 70%                       |  |
| Germentown East                | 110,232                    | 3,512           | 5,530           | 31.4             | 19.9             | 64%                        | 35.2                         | 59.6                        | 59%                       |  |
| Germentown West                | 136,390                    | 4,524           | 6,641           | 30.1             | 20.5             | 68%                        | 36.4                         | 56.6                        | 64%                       |  |
| Kensington/Wheaton             | 474,747                    | 15,003          | 35,036          | 31.6             | 13.6             | 43%                        | 37.7                         | 43.8                        | 86%                       |  |
| Montgomery Village/Airpark     | 159,844                    | 5,004           | 7,628           | 31.9             | 21.0             | 66%                        | 40.2                         | 58.1                        | 69%                       |  |
| North Bethesda                 | 238,934                    | 10,031          | 24,557          | 23.8             | 9.7              | 41%                        | 31.1                         | 38.4                        | 81%                       |  |
| North Potomac                  | 65,559                     | 2,194           | 3,565           | 29.9             | 18.4             | 62%                        | 41.4                         | 57.3                        | 72%                       |  |
| Olney                          | 172,821                    | 4,898           | 10,125          | 35.3             | 17.1             | 48%                        | 47.3                         | 61.2                        | 77%                       |  |
| Potomac                        | 203,269                    | 6,027           | 15,475          | 33.7             | 13.1             | 39%                        | 39.9                         | 55.4                        | 72%                       |  |
| R & D Village                  | 63,321                     | 2,812           | 5,221           | 22.5             | 12.1             | 54%                        | 32.9                         | 47.6                        | 69%                       |  |
| Rockville City                 | 270,233                    | 11,688          | 28,177          | 23.1             | 9.6              | 41%                        | 33.0                         | 43.7                        | 76%                       |  |
| Silver Spring/Takoma Park      | 278,054                    | 10,654          | 25,456          | 26.1             | 10.9             | 42%                        | 33.7                         | 40.1                        | 84%                       |  |
| Rural East                     | 614,526                    | 15,709          | 33,719          | 39.1             | 18.2             | 47%                        | 46.3                         | 63.3                        | 73%                       |  |
| Rural West                     | 239,170                    | 6,489           | 9,329           | 36.9             | 25.6             | 70%                        | 47.7                         | 68.0                        | 70%                       |  |
| <b>Montgomery County Total</b> | <b>4,704,520</b>           | <b>152,478</b>  | <b>337,244</b>  | <b>30.9</b>      | <b>13.9</b>      | <b>45%</b>                 | <b>37.9</b>                  | <b>47.0</b>                 | <b>81%</b>                |  |

Relative Arterial Mobility measures total PM Peak Period vehicular travel on arterial roadways within each policy area

Relative Transit Mobility measures AM Peak Period travel times for journey-to-work trips originating within each policy area

VMT = Vehicle Miles of Travel

VHT = Vehicle Hours of Travel

# ATTACHMENT 8

## Derivation of Year 2030 PAMR Results by Policy Area: GWMP Medium Scenario

| Policy Area                    | Relative Arterial Mobility |                 |                 |                  | Relative Transit Mobility |                            |                              |                             |                           |
|--------------------------------|----------------------------|-----------------|-----------------|------------------|---------------------------|----------------------------|------------------------------|-----------------------------|---------------------------|
|                                | VMT                        | VHT (free-flow) | VHT (congested) | Free-Flow Speeds | Congested Speeds          | Relative Arterial Mobility | Average Arterial Travel Time | Average Transit Travel Time | Relative Transit Mobility |
| Aspen Hill                     | 189,292                    | 5,767           | 12,509          | 32.8             | 15.1                      | 46%                        | 40.8                         | 51.8                        | 79%                       |
| Bethesda/Chevy Chase           | 397,277                    | 15,590          | 38,758          | 25.5             | 10.3                      | 40%                        | 30.7                         | 37.1                        | 83%                       |
| Clarksburg                     | 109,678                    | 3,658           | 6,267           | 30.0             | 17.5                      | 58%                        | 37.6                         | 61.2                        | 61%                       |
| Cloverly                       | 95,423                     | 2,357           | 3,568           | 40.5             | 26.7                      | 66%                        | 43.6                         | 59.1                        | 74%                       |
| Damascus                       | 90,651                     | 2,249           | 3,977           | 40.3             | 22.8                      | 57%                        | 48.0                         | 82.8                        | 58%                       |
| Derwood/Shady Grove            | 140,515                    | 4,999           | 11,164          | 28.1             | 12.6                      | 45%                        | 37.0                         | 44.2                        | 84%                       |
| Fairland/White Oak             | 384,612                    | 10,142          | 27,975          | 37.9             | 13.7                      | 36%                        | 39.6                         | 57.8                        | 69%                       |
| Gaithersburg City              | 242,354                    | 8,658           | 20,300          | 28.0             | 11.9                      | 43%                        | 33.9                         | 47.0                        | 72%                       |
| Germentown East                | 106,147                    | 3,588           | 5,697           | 29.6             | 18.6                      | 63%                        | 36.2                         | 56.5                        | 64%                       |
| Germentown West                | 156,010                    | 5,098           | 7,217           | 30.6             | 21.6                      | 71%                        | 36.0                         | 52.0                        | 69%                       |
| Kensington/Wheaton             | 465,853                    | 14,599          | 33,403          | 31.9             | 13.9                      | 44%                        | 36.8                         | 43.3                        | 85%                       |
| Montgomery Village/Airpark     | 144,111                    | 4,780           | 7,064           | 30.1             | 20.4                      | 68%                        | 40.9                         | 56.9                        | 72%                       |
| North Bethesda                 | 238,593                    | 10,022          | 25,177          | 23.8             | 9.5                       | 40%                        | 30.1                         | 37.4                        | 80%                       |
| North Potomac                  | 67,947                     | 2,436           | 4,219           | 27.9             | 16.1                      | 58%                        | 38.7                         | 53.4                        | 72%                       |
| Olney                          | 168,247                    | 4,752           | 9,784           | 35.4             | 17.2                      | 49%                        | 46.8                         | 60.5                        | 77%                       |
| Potomac                        | 203,147                    | 6,104           | 15,704          | 33.3             | 12.9                      | 39%                        | 37.8                         | 54.7                        | 69%                       |
| <b>R &amp; D Village</b>       | <b>75,114</b>              | <b>3,327</b>    | <b>7,701</b>    | <b>22.6</b>      | <b>9.8</b>                | <b>43%</b>                 | <b>27.3</b>                  | <b>43.6</b>                 | <b>63%</b>                |
| Rockville City                 | 276,559                    | 11,974          | 30,072          | 23.1             | 9.2                       | 40%                        | 31.2                         | 42.2                        | 74%                       |
| Silver Spring/Takoma Park      | 273,317                    | 10,441          | 24,359          | 26.2             | 11.2                      | 43%                        | 33.2                         | 39.5                        | 84%                       |
| Rural East                     | 607,864                    | 15,492          | 33,270          | 39.2             | 18.3                      | 47%                        | 46.8                         | 61.3                        | 76%                       |
| Rural West                     | 243,232                    | 6,616           | 9,683           | 36.8             | 25.1                      | 68%                        | 46.2                         | 65.2                        | 71%                       |
| <b>Montgomery County Total</b> | <b>4,675,943</b>           | <b>152,649</b>  | <b>337,868</b>  | <b>30.6</b>      | <b>13.8</b>               | <b>45%</b>                 | <b>37.3</b>                  | <b>46.3</b>                 | <b>81%</b>                |

Relative Arterial Mobility measures total PM Peak Period vehicular travel on arterial roadways within each policy area  
 Relative Transit Mobility measures AM Peak Period travel times for journey-to-work trips originating within each policy area  
 VMT = Vehicle Miles of Travel  
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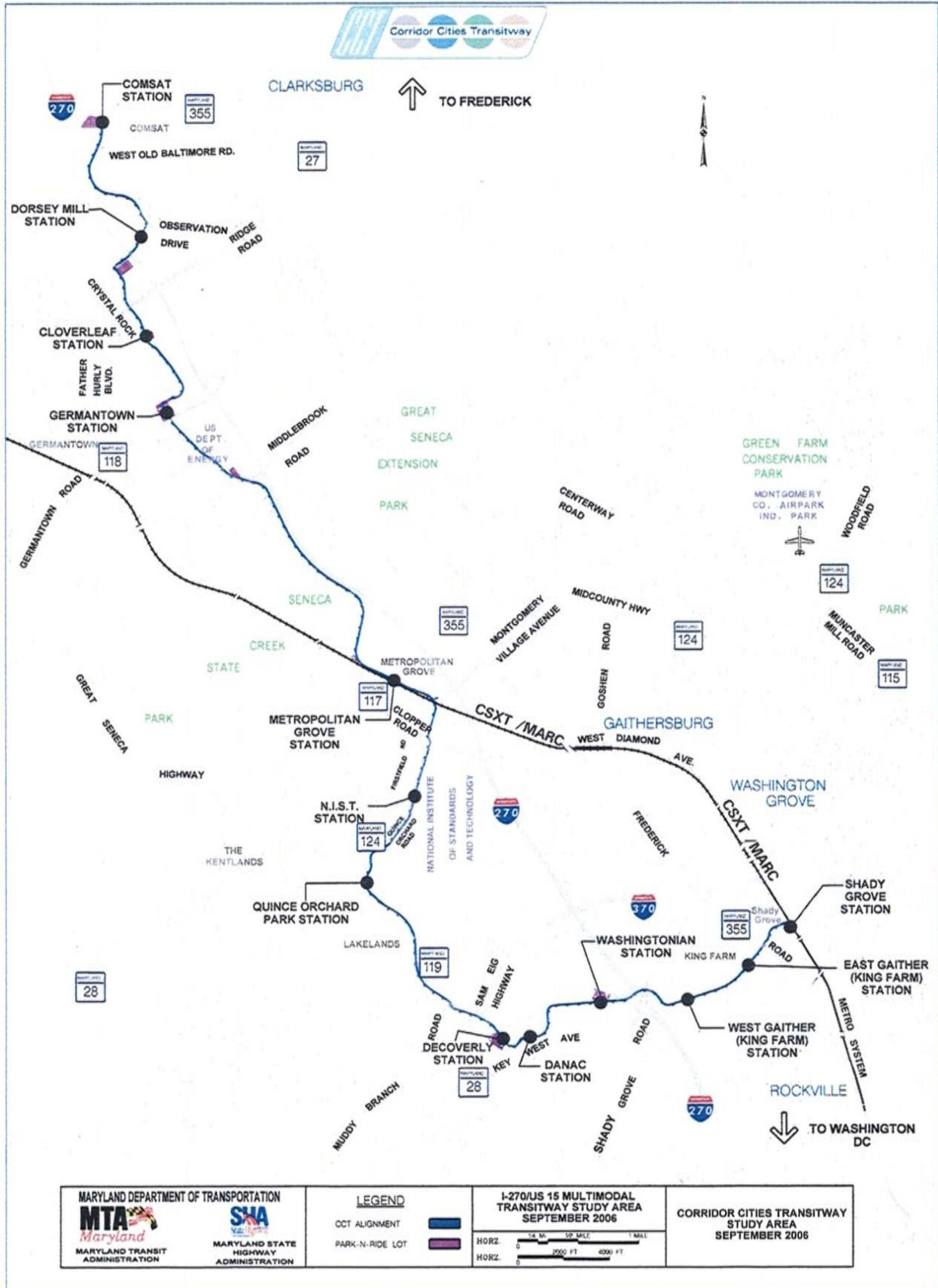
# ATTACHMENT 9

## Derivation of Year 2030 PAMR Results by Policy Area: GWMP High Scenario

| Policy Area                    | Relative Arterial Mobility |                 |                 |                  | Relative Transit Mobility |                            |                              |                             |                           |
|--------------------------------|----------------------------|-----------------|-----------------|------------------|---------------------------|----------------------------|------------------------------|-----------------------------|---------------------------|
|                                | VMT                        | VHT (free-flow) | VHT (congested) | Free-Flow Speeds | Congested Speeds          | Relative Arterial Mobility | Average Arterial Travel Time | Average Transit Travel Time | Relative Transit Mobility |
| Aspen Hill                     | 189,584                    | 5,776           | 12,545          | 32.8             | 15.1                      | 46%                        | 40.7                         | 51.8                        | 79%                       |
| Bethesda/Chevy Chase           | 396,816                    | 15,569          | 38,653          | 25.5             | 10.3                      | 40%                        | 30.8                         | 37.1                        | 83%                       |
| Clarksburg                     | 109,654                    | 3,657           | 6,258           | 30.0             | 17.5                      | 58%                        | 37.4                         | 60.4                        | 62%                       |
| Cloverly                       | 95,384                     | 2,356           | 3,566           | 40.5             | 26.7                      | 66%                        | 43.6                         | 58.9                        | 74%                       |
| Damascus                       | 90,726                     | 2,251           | 3,988           | 40.3             | 22.7                      | 56%                        | 48.0                         | 82.4                        | 58%                       |
| Derwood/Shady Grove            | 140,528                    | 4,999           | 11,144          | 28.1             | 12.6                      | 45%                        | 36.9                         | 43.7                        | 84%                       |
| Fairland/White Oak             | 384,340                    | 10,138          | 27,900          | 37.9             | 13.8                      | 36%                        | 39.5                         | 57.9                        | 68%                       |
| Gaithersburg City              | 244,949                    | 8,735           | 20,504          | 28.0             | 11.9                      | 43%                        | 33.8                         | 46.1                        | 73%                       |
| Germentown East                | 106,192                    | 3,588           | 5,703           | 29.6             | 18.6                      | 63%                        | 35.9                         | 55.5                        | 65%                       |
| Germentown West                | 155,970                    | 5,096           | 7,204           | 30.6             | 21.7                      | 71%                        | 35.9                         | 51.0                        | 70%                       |
| Kensington/Wheaton             | 465,708                    | 14,593          | 33,331          | 31.9             | 14.0                      | 44%                        | 36.8                         | 43.3                        | 85%                       |
| Montgomery Village/Airpark     | 143,832                    | 4,771           | 7,034           | 30.1             | 20.4                      | 68%                        | 40.7                         | 56.7                        | 72%                       |
| North Bethesda                 | 238,659                    | 10,024          | 25,191          | 23.8             | 9.5                       | 40%                        | 30.1                         | 37.5                        | 80%                       |
| North Potomac                  | 67,404                     | 2,414           | 4,199           | 27.9             | 16.1                      | 57%                        | 38.8                         | 52.6                        | 74%                       |
| Olinley                        | 168,437                    | 4,758           | 9,802           | 35.4             | 17.2                      | 49%                        | 46.7                         | 60.1                        | 78%                       |
| Potomac                        | 204,580                    | 6,150           | 15,899          | 33.3             | 12.9                      | 39%                        | 37.7                         | 54.8                        | 69%                       |
| R & D Village                  | 81,591                     | 3,621           | 9,178           | 22.5             | 8.9                       | 39%                        | 25.9                         | 42.9                        | 60%                       |
| Rockville City                 | 278,637                    | 12,066          | 30,768          | 23.1             | 9.1                       | 39%                        | 31.1                         | 41.7                        | 75%                       |
| Silver Spring/Takoma Park      | 273,333                    | 10,443          | 24,348          | 26.2             | 11.2                      | 43%                        | 33.1                         | 39.6                        | 84%                       |
| Rural East                     | 608,784                    | 15,522          | 33,377          | 39.2             | 18.2                      | 47%                        | 46.7                         | 57.0                        | 82%                       |
| Rural West                     | 243,888                    | 6,638           | 9,710           | 36.7             | 25.1                      | 68%                        | 46.1                         | 64.5                        | 71%                       |
| <b>Montgomery County Total</b> | <b>4,688,996</b>           | <b>153,165</b>  | <b>340,302</b>  | <b>30.6</b>      | <b>13.8</b>               | <b>45%</b>                 | <b>37.1</b>                  | <b>46.0</b>                 | <b>81%</b>                |

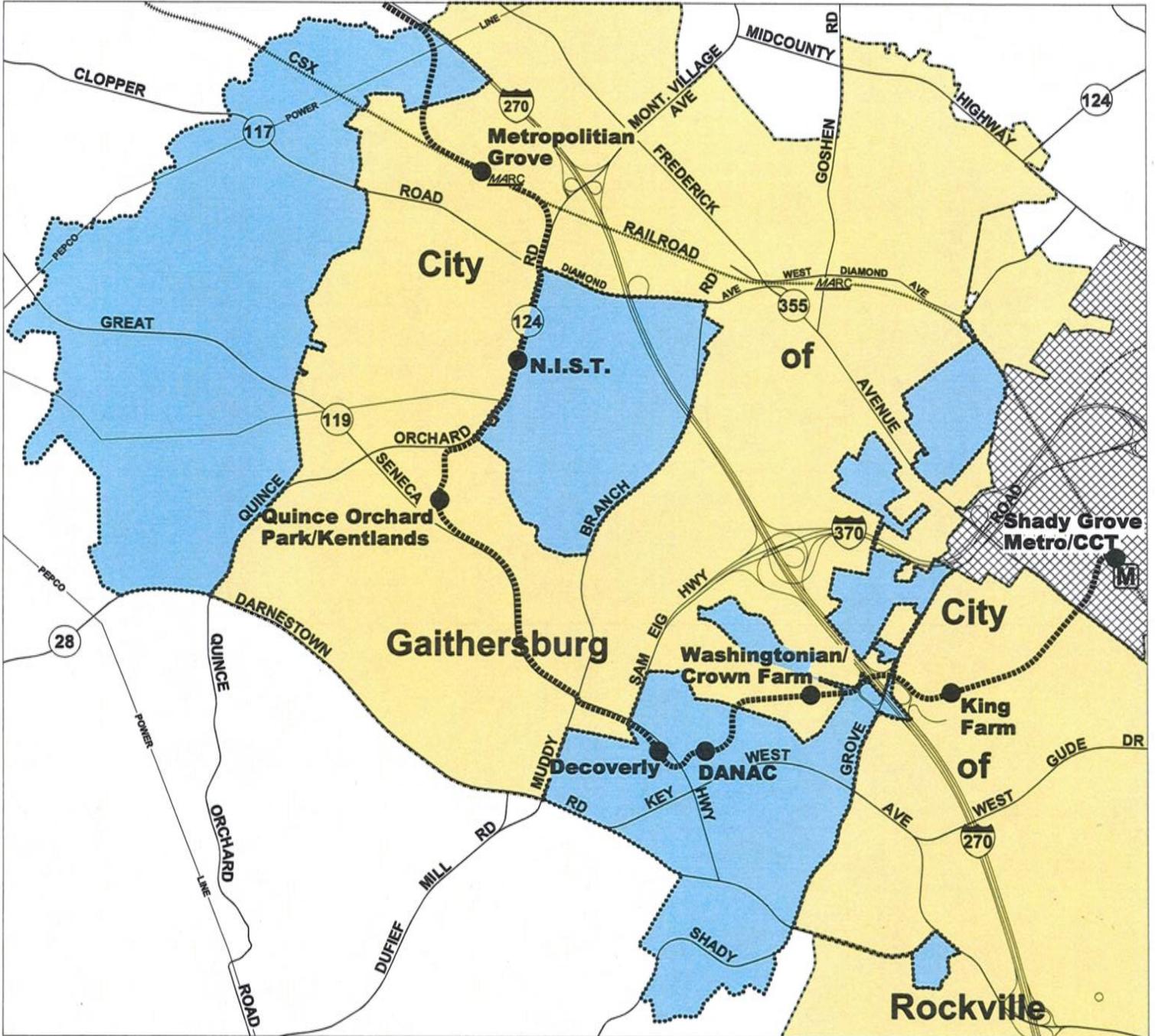
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# ATTACHMENT 10



# ATTACHMENT 11

## Corridor Cities Transitway Alignment and Stations (Phase I)



- City of Gaithersburg, City of Rockville, Town of Washington Grove
- Shady Grove Sector Plan
- Gaithersburg West Planning Area
- Current Corridor Cities Transitway and Stations
- MARC Commuter Train



## ATTACHMENT 12



# MONTGOMERY COUNTY PLANNING BOARD

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

## OFFICE OF THE CHAIRMAN

August 19, 2008

Mr. Paul Wiedefeld, Administrator  
Maryland Transit Administration  
6 St. Paul Street  
Baltimore, Maryland 21202

Dear Mr. Wiedefeld:

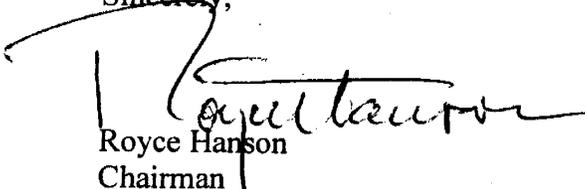
As you know, the Montgomery County Planning Department has been working closely with Mr. Rick Kiegel of your staff and the staff of Mr. Art Holmes at the Montgomery County Department of Transportation as part of our efforts to update the Gaithersburg West Master Plan.

I am writing to let you know of both the Planning Department's support and appreciation of the Administration's efforts to examine an alternative alignment for the Corridor Cities Transitway (CCT) in the Shady Grove Life Sciences Center concurrent with the I-270/US 15 Multi-Modal Study Environmental Assessment / Alternative Analysis study process.

Mr. Kiegel appeared before the Planning Board on July 24, 2008 to review the schedule, scope, and objectives of this supplemental analysis. Our staff has provided your staff with the preliminary land use forecasts needed to move forward with the analysis. The ability to analyze the potential benefits of a modification to the alignment to compliment and serve planned development in the Life Sciences Center is a critical part of the planning for the Gaithersburg West Master Plan area and the I-270 corridor as a whole.

We look forward to continuing to work with the community, the respective staff members of the multiple agencies and the various stakeholders in the Gaithersburg West planning area to ensure that the ultimate plan reflects our common vision. Thank you again for your efforts.

Sincerely,



Royce Hanson  
Chairman

cc: Art Holmes  
Rick Kiegel

# ATTACHMENT 13



## DEPARTMENT OF TRANSPORTATION

Isiah Leggett  
*County Executive*

July 30, 2008

Arthur Holmes, Jr.  
*Director*

Mr. Paul Wiedefeld, Administrator  
Maryland Transit Administration  
6 St. Paul Street  
Baltimore, Maryland 21202

AUG - 1 2008

Dear Mr. Wiedefeld:

I am writing in follow-up to my April 23, 2008, letter (enclosed) regarding the study of an alternate alignment of the Corridor Cities Transitway (CCT) within the study area of the Gaithersburg West Master Plan. This alternate alignment reflects the ongoing planning for the Shady Grove Life Sciences Center development lead by Johns Hopkins University and Shady Grove Adventist Hospital.

Staff from the Montgomery County Department of Transportation, the Maryland National Capital Park and Planning Commission (MNCPPC), and the Maryland Transit Administration (MTA) has been meeting regularly for the last several months to identify an alternate alignment of the CCT in the Shady Grove Life Sciences Center for MTA to study in parallel with the ongoing supplemental CCT environmental studies. Our understanding is that MTA will analyze this alternate alignment separately from MTA's supplemental environmental studies, and will take the analysis of the alternative to a similar level of detail so that a comparison to the existing Master Plan alignment can be accomplished.

The alternate alignment eliminates the Danac Station and the Decoverly Station and replaces them with three new stations that serve the Shady Grove Life Sciences Center and the proposed Johns Hopkins University development at Belward Farm. The three new stations include one to directly serve the Shady Grove Adventist Hospital along Broschart Road, one station to serve the existing Public Safety Training Academy property, and the third station to serve the Belward/Johns Hopkins campus. This alternate alignment is longer than the existing CCT alignment by over one mile, but it can potentially capture 25,000 additional daily boarders from the proposed new development. It is my understanding that the majority of the land for this alternate alignment will be provided by Johns Hopkins University, Shady Grove Adventist Hospital, and Montgomery County.

The Montgomery County Department of Planning is now preparing a revised forecast of development for land use change within the vicinity of the CCT. This information will be provided to MTA in August to allow time for the concurrent review to be completed as listed above. Our staff has been working closely with the CCT Project Manager, Rick Kiegel, during the review of the alternate alignment and we will continue to work closely as the concurrent review is completed.

### Office of the Director

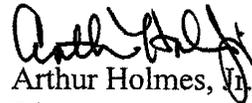
101 Monroe Street, 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX  
[www.montgomerycountymd.gov](http://www.montgomerycountymd.gov)

*Located one block west of the Rockville Metro Station*

Mr. Paul Wiedefeld  
July 29, 2008  
Page 2

I want to thank you in advance for your cooperation and evaluation of the recommended alternative that is critical to support contemplated land use changes within the Gaithersburg West Master Plan study area.

Sincerely,

  
Arthur Holmes, Jr.  
Director

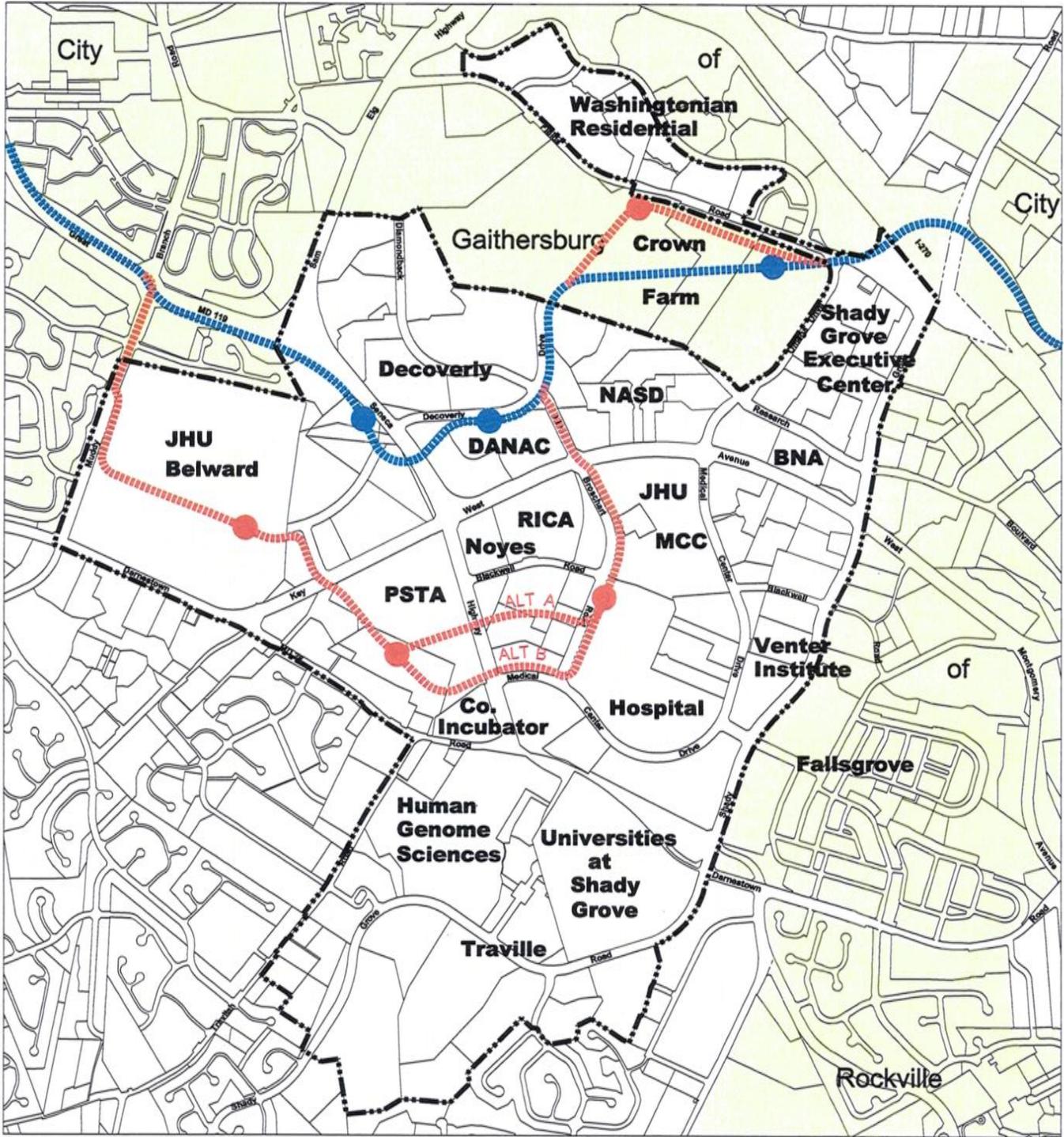
AH:lh

Enclosure

cc: Henry Kay, MTA  
Rick Keigel, MTA  
Tom Webster, MDOT  
Tom Street, ACAO  
Edgar Gonzalez, DOT  
Gary Erenrich, DOT  
Nancy Sturgeon, MNCPPC

# ATTACHMENT 14

## Proposed Corridor Cities Transitway Alignments and Stations



- Life Sciences Center Study Area
- City of Gaithersburg, City of Rockville
- Existing Corridor Cities Transitway and Stations
- Proposed Corridor Cities Transitway and Stations



# ATTACHMENT 15

## DEMOGRAPHIC ANALYSIS

**Gaithersburg West is a comparatively high-density, mixed-use living environment.**

Currently, 39 percent of Gaithersburg West residents live in multifamily housing—well above the Countywide average of 23 percent. Higher density housing is clustered around the Life Sciences Center, new and existing retail centers, and future Corridor Cities Transitway stops.

**Gaithersburg West is likely to be a focal point for population growth, with multifamily housing growth driving the expansion.** In 2005, the study area had 11,585 residents in 5,140 households. Current forecasts—based on existing demographic patterns and development capacities—anticipate that by 2030, Gaithersburg West will have 19,700 residents in 9,155 households. Over the next 25 years, the study area's population will expand by 64 percent, compared to the 21 percent growth forecast for Montgomery County as a whole. Residential densities are likely to increase over time, with multifamily units accounting for most new housing units currently approved for development. By 2030, half of Gaithersburg West residents will live in high rise or garden apartments.

**Gaithersburg West's current demographic profile is consistent with its close proximity to a major high technology industry cluster.** Area residents are affluent. Median household incomes are in line with Montgomery County, which consistently ranks as one of the most affluent counties in the nation. In addition to the Life Sciences Center, the study area is accessible by car or transit to other major job centers along the I-270 Corridor and in downtown Washington, D.C. Even so, area residents are relatively less likely to commute to jobs in the District (11 percent, versus 22 percent Countywide) suggesting that high income jobs are available locally.

Gaithersburg West residents are exceptionally well-educated. Educational attainment levels—especially the proportion of residents with master's, professional or doctoral degrees—are very high, even by Montgomery County's standards. Gaithersburg West draws new residents from around the U.S. as well as from abroad. A disproportionately large share of area residents is new to the Washington, D.C. metro region (24 percent versus 12 percent Countywide). The proportion of households with a foreign-born head or spouse (33 percent) is just below the Countywide share (35 percent). High levels of affluence and education, a large base of newcomers, proximity to a specialized life sciences and IT job base, and locally-oriented workforce together suggest that Gaithersburg West attracts advanced science, technology and professional talent from national and global pools.

**Gaithersburg West's relatively large base of multifamily housing may play an important role in drawing talent to the region—especially recent graduates, foreign-born and other newcomers.** Multifamily households generally have higher turnover rates, as residents marry, start families, purchase homes or move on to larger units. Vacancies open up more frequently in multifamily housing, making it faster and easier for new residents—especially young adults, immigrants and people moving in from elsewhere in the U.S.—to gain a foothold in the area.

This pattern is apparent in Gaithersburg West, where multifamily housing accommodates 86 percent of the area's residents who moved in from points outside the Washington, D.C. region within the past five years. Multifamily households have been in place an average of one year, compared to six years for single-family households in the study area. Multifamily housing also accommodates an unusually high percentage of Gaithersburg West's most highly educated residents (i.e., those with master's, doctoral or professional degrees) (38 percent versus 20 percent Countywide). At \$52,680, median household incomes for all multifamily households in Gaithersburg West are above the Countywide median of \$46,660 for garden apartments and \$51,970 for high-rise units.

**At the same time, higher housing densities have kept Gaithersburg West accessible to a variety of incomes, ages and backgrounds.** Multifamily housing tends to attract young adults, seniors, lower-income households, newcomers and other residents who need relatively affordable, quickly available or easy to maintain housing. The data show that Gaithersburg West's relatively large multifamily base accommodates these groups. Gaithersburg West is a diverse, mixed-income community that includes a wide range of ages—including children, young adults and seniors.

Compared to the wider Gaithersburg vicinity and the County as a whole, the study area has more singles and young adults under 30. Most of these residents are housed in multifamily units—suggesting that higher density housing is financially accessible to one-income households and young workers just starting out in their careers. The study area's senior population share is 20 percent larger compared to the wider Gaithersburg area. Most Gaithersburg West seniors (61 percent) live in multifamily housing. This suggests that higher residential densities have enabled the study area to supply a disproportionately large share of the senior housing in the Upcounty area.

Consistent with its relatively large multifamily base, Gaithersburg West has fewer children and youths under the age of 18 compared to the County as a whole. The average size of all household in Gaithersburg West is 2.25 persons versus 2.66 Countywide, which also reflects the predominance of multifamily households, which tend to have more singles and fewer children. The current preference for single-family homes among families with children could change over time, especially if larger multifamily units close to jobs, recreation and other amenities are built in the study area.