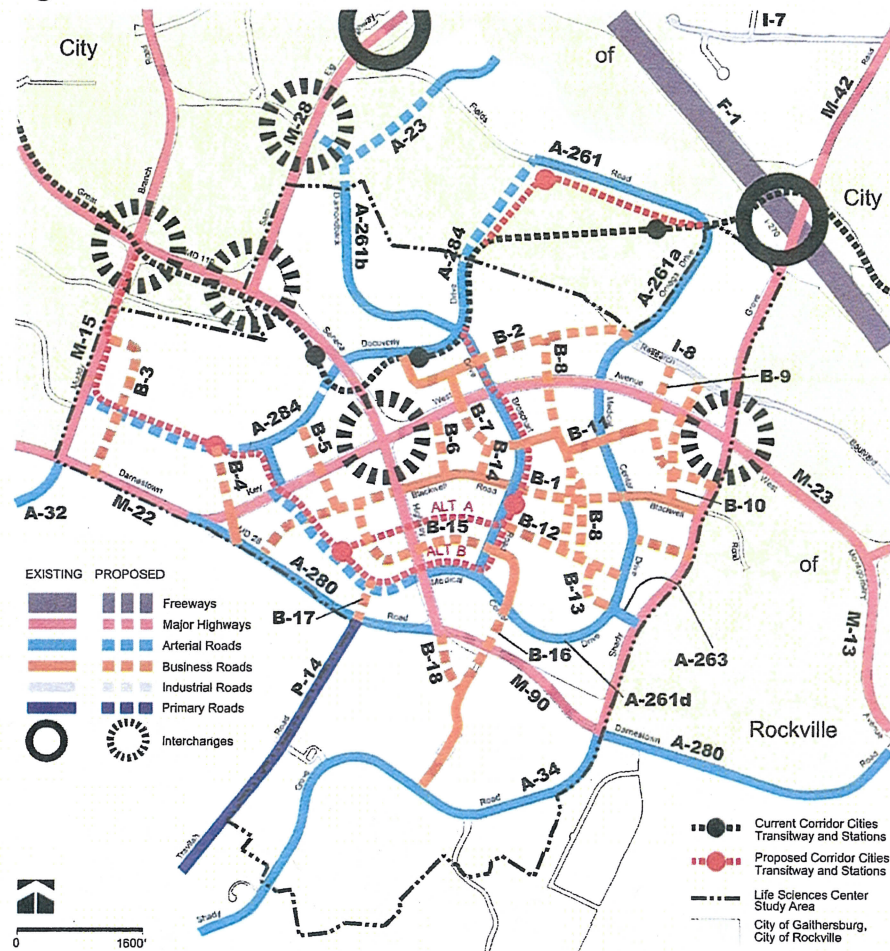


Alternative Network Opportunities

Figure 10: LSC Street Network



The Gaithersburg West Master Plan has a street network that includes major highways, arterials, and master-planned business streets. Figure 10 (also on page 37 of the Plan) shows a secondary street system that will be developed to nest within the Major Highway and Arterial street system. These streets are designed to facilitate site access (particularly for the larger development sites) and improve the granularity and permeability of the network to enhance pedestrian and bicycle mobility.

In addition to pedestrian connectivity, the tighter grid of roads may facilitate operational flexibility options such as left turn restrictions at major congested intersections and access management along major roads. These roads, as a network, will also diffuse vehicle traffic through the plan area, taking some local movements off of the larger through-ways; helping to preserve mobility for all modes of travel.

The Right-of-Way (ROW) widths and cross section recommendations take into consideration the County's Road Code (Chapter 49) developed in 2006 and design standards (Executive Regulation 31-08) developed in 2007 and 2008. Executive Regulation 31-08 stresses the need to

develop context-sensitive solutions; street designs that reflect and emphasize the planned adjacent land uses. The design guidance reflects that while the County formally has rural, suburban, and urban areas, a continuum exists both across and within those three designations. These business streets are predominantly two lanes, and are currently envisioned as having parking on one (60' wide ROW) or both sides (70' or 100' ROW) depending on environmental or existing building constraints and future need for on street parking. They should include curb extensions at crosswalks to further reduce pedestrian exposure to vehicular traffic.

The business street system is therefore intended to be a slow-speed environment, with both the public and private realms designed to emphasize a 30 MPH target speed.

The locations of roads (in the Master Plan of Highways figure on page 37) where some development is already in place provide an opportunity to thread between existing buildings and environmental constraints such as wetlands, stream alignments and forest conservation areas while still providing a grid network for pedestrians and vehicles. Final alignments will be subject to further engineering evaluation at the time of new development or redevelopment.

Among the new roads, notable mentions include:

- B-1, Blackwell Road should be extended on to the PSTA site to Medical Center Drive Extended (A-261d), or if possible, to Darnestown Road so as to provide a business district road parallel to Key West Avenue specific to the LSC.
- B-2, a new road connection of the Decoverly development access road to Research Boulevard.
- B-3, B-4, new roads to connect the LSC Belward District to the highway network. Connection to the existing signalized intersection with Darnestown Road helps preserve mobility for pedestrians as well as vehicles.
- B-8, a new road connecting the LSC Central District to Key West Avenue. The section south of Blackwell is shown as split into two one-way pairs with a green, walkable space between to take advantage of the space between existing hospital buildings.
- B-16, a new road connection from Medical Center Drive to Travilah Gateway Drive. This connection, also constructed as a local business district street, would provide a direct pedestrian connection across Darnestown Road between the LSC Central District CCT stop, the Universities at Shady Grove site and the Traville development. It may also be necessary to realign the current Universities at Shady Grove entrance of Travilah Gateway Drive to better match a new road opposite Darnestown Road.
- B-18, a new road extending Great Seneca Highway south of Darnestown Road to connect to Travilah Gateway drive. The connection, constructed as a local business district street, would also provide a direct pedestrian connection across Darnestown Road into LSC South along the most direct path for persons walking from a future CCT stop on the PSTA site. This connection would provide an additional access point at an already signalized location.

Continuing Coordination with MCDOT and MDSHA

A Gaithersburg West Master Plan Interagency Transportation Working Group comprised of local and state transportation agency representatives has been assembled to:

1. work cooperatively to review and assess the transportation element of the draft Gaithersburg West Master Plan;
2. prepare a summary report of findings through the cooperative review process written in lay terms; and
3. develop answers to questions being raised regarding traffic congestion, reliability of modal splits, impact of new interchanges, phasing of improvements, system performance over time, staging requirements, etc.

The County's Executive Office has taken the lead in coordinating and scheduling activities of the Working Group. To date, the group has met twice – on March 13th and March 31st. Future meetings of this group are anticipated as the work of this body is completed during the next few months. Department staff will report on the comments and findings of the Working Group.

ATTACHMENT G



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 9, 2009

Mr. Rollin Stanley
Director of Planning
Maryland-National Capital Park
and Planning Commission
8787 Georgia Avenue
Silver Spring MD 20910-3760

Dear Mr. Stanley:

The Maryland State Highway Administration (SHA) would like to thank you for the opportunity to provide comments on the Gaithersburg West Master Plan. SHA would like to submit several concerns in reference to transportation recommendations and the methodology presented in the Transportation Appendix in the Gaithersburg West Master Plan. Our intent is to provide detailed comments at the conclusion of our review of the transportation model and the proposed fatal flaw analysis.

Our immediate concern regards the overall pace of review and approval of this plan. In order to present a thoughtful evaluation of the draft, the current time line for concluding comments amongst the working group is rushed. We propose that this time line extend to the point where the Maryland Transit Administration can make a determination on the proposed Corridor Cities Transitway alignment. At a minimum, this issue needs attention from the working group, and a consensus regarding the time line should be developed.

Priorities for improvements to state roads are vetted through the Montgomery County Executive Council and legislative delegation. We look for their support before improvements are placed on Montgomery County's priority list for highway improvements. In 2008, Montgomery County's list for projects for addition to SHA's construction program exceeded \$800 million. This list does not include projects such as the I-270 Multi-Modal Study and future needed improvements to I-495 and other projects currently in planning; the costs of these projects alone could be well over \$7 billion. Given the current economic climate, we suggest that a financial plan be added as part of this plan.

The plan recommends seven interchanges in the Gaithersburg West area. A thorough evaluation of right-of-way impacts, environmental concerns, and concept plans for the proposed interchanges should be presented as part of the plan. The City of Rockville and the City of Gaithersburg currently do not show the recommended grade-separated interchanges in their plans. We recommend that the plan reflect support from these jurisdictions.

My telephone number/toll-free number is 410-545-0412 or 1-888-204-4828

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street · Baltimore, Maryland 21202 · Phone: 410.545.0300 · www.marylandroads.com



Mr. Rollin Stanley
Page Two

SHA would like a better refinement of the phasing plan presented on page 61. The land-use/transportation plan should be balanced at the conclusion of each stage of the plan before developers are allowed to proceed with the next round of development. This will ensure that all of the transportation network needs are being addressed as the area develops instead of constructing all of the major roadway improvements at the last stage.

SHA is also concerned about the recommendation to widen Key West Avenue and provide a grade-separated interchange in this area. There is a forest conservation easement that would be impacted. It is contrary to page 25 where "The Plan recommends that the forested area at the corner of Great Seneca Highway and Key West Avenue be preserved and since, rare, threatened, or endangered species information has never been gathered for this site, a Natural Resources Inventory should be prepared when the site is redeveloped."

While the appendix lays out the methodology, SHA would like to further analyze the methodology and assumptions and consider the effects of the significantly greater density on the larger regional transportation network.

We appreciate the opportunity to provide comments and look forward to continued participation in the Gaithersburg West Master Plan working group. If we may be of further assistance, please do not hesitate to contact Reena Mathews, Regional Planner, SHA at 410- 545-5668, toll-free 888-204-4828 or via email at rmathews@sha.state.md.us.

Sincerely,



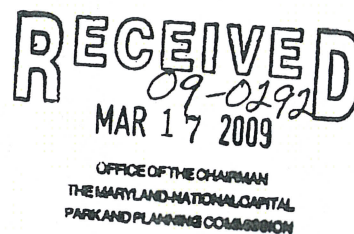
Gregory I. Slater, Director
Office of Planning and
Preliminary Engineering

cc: Ms. Reena Mathews, Regional Planner, Regional and Intermodal Planning Division,
SHA
Mr. Neil J. Pedersen, Administrator, SHA

ATTACHMENT H



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND



OFFICE OF THE COUNCIL PRESIDENT

March 17, 2009

Dr. Royce Hanson, Chairman
Montgomery County Planning Board
8787 Georgia Ave.
Silver Spring, MD 20910-3760

Dear Dr. Hanson:

Thank you for providing copies of the Public Hearing Draft for the Gaithersburg West Master Plan. The purpose of this letter is to provide you with advance notice regarding information that will be necessary for adequate review of the Plan when it comes before the County Council. When the Planning Board submits its Final Draft for the County Council's consideration, please provide a comprehensive comparison of the Final Draft with alternative lower density proposals that the Board has received, including the proposal by the Residents for Reasonable Development. In addition, please also provide the following information:

- The raw data and traffic model results for each of the six traffic zones assumed in the Final Draft.
- Three dimensional pictures of the development recommended in the Final Draft.
- Complete review of the Corridor Cities Transitway's ability to support the development recommended in the Final Draft, including background data. Such an analysis should also take into account the impact of variations in route, length and mode for the Transitway on existing and approved development.
- The percentage of new jobs recommended by the Final Draft that would be in the life sciences, along with supporting documentation.
- The basis of the Planning Board's transportation planning staff determination that the *current* non auto mode share in the Shady Grove Life Sciences area is 16%.

I appreciate your assistance with these information requests when the Planning Board submits the Final Draft of the Gaithersburg West Master Plan to the Council for its consideration later this year.

Sincerely,

A handwritten signature in black ink, appearing to read "Phil Andrews".

Phil Andrews, President
Montgomery County Council

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ATTACHMENT I

MONTGOMERY COUNTY PLANNING BOARD THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

March 27, 2009

The Honorable Phil Andrews
President
Montgomery County Council
100 Maryland Avenue
Rockville, Maryland 20850

Dear ~~Mr.~~ *Phil* Andrews:

Thank you for your letter of March 17, 2009 providing advance notice of information that you would like to receive when the Planning Board Draft Gaithersburg West Master Plan is delivered to the Council. In responding to your questions I may repeat some of the information that has already been presented to you when members of the Planning staff briefed you a few weeks ago.

- The travel demand model results will be provided to you and also be posted on the web.
- Three dimensional renderings of the development are under development and will be available to convey the vision in the plan. I would point out that the modeling is a considerable staff undertaking and we will be limited to one "build out" option.
- A portion of the requested analysis of the Corridor Cities Transitway (CCT) will be available but we want to coordinate the decision making on the CCT alignment with the supplemental analysis being conducted by the Maryland Transit Administration (MTA). This is why the Planning Board proposed a delay in the delivery of the master plan last Fall. The Environmental Assessment that we expect to receive from the Maryland Department of Transportation this Spring will evaluate only the current CCT alignment and the development envelope in the current master plan—not the alternative alignment or development envelope proposed in the draft Gaithersburg West Master Plan. The supplemental analysis will facilitate the County Council's discussion of the locally preferred alternative (LPA) for the CCT and the recommendations in the Planning Board Draft Gaithersburg West Master Plan. We will evaluate the MTA's report as soon as it is available and advise the Council accordingly with regard to both the LPA and the master plan for Gaithersburg West.
- We are considering how to respond to your request regarding the percentage of new jobs that will be in the life sciences. The percentage will ultimately depend upon the level of restrictions or flexibility in the master plan approved by the Council and the standards in the Life Sciences Center (LSC) zone. We expect to transmit a Zoning Text Amendment to the County Council that will update the LSC zone to permit a broader mix of uses. It will continue to indicate that the life sciences and health care are the primary uses in the zone, although other supportive uses will also be permitted. Absent required percentages, however, it may not be possible to do more than estimate the portion of total jobs that will be in the life sciences.

- Regarding the current non-auto driver mode share, staff's estimate of 16 percent current non-auto driver mode share for incoming trips is based upon the results of year 2005 application of the Planning Department's transportation model. The estimate takes into consideration the key sub-modes that define non-auto driver travel, including transit, carpooling, walking and bicycling.

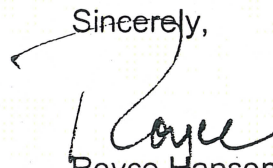
I also understand that you would like the Planning Department to model the alternative development scenario submitted by the Residents for Reasonable Development, one of the community groups that is following the progress of the Gaithersburg West Master Plan. Based upon the travel demand analysis that has already been performed, it is possible for the staff to infer some conclusions regarding the relative impact of this alternative development scenario. (The alternative proposal essentially reflects the amount of non-residential development in the 1990 master plan plus significant new residential development, e.g., at the PSTA site.) If we were to undertake a new model run to address the alternative scenario proposed by this community group, it would take approximately one staff-month to do the work including the development of assumptions that were not included in the request (e.g., detailed land use and transportation system input variables). This activity at the current stage of the master plan process is unprogrammed and would delay other modeling work in Kensington and Wheaton. It would also encourage the unrealistic perception that we have the resources to do modeling upon demand for any group that wishes to propose additional development scenarios.

During the upcoming worksessions, the Planning Board will need to evaluate the extent of the additional analysis needed before we can finalize our land use recommendations. It may be possible for additional traffic analysis to be performed that encompasses the scenario identified by this community group. Since resources are limited and there are competing demands, however, it would be useful if all the citizens who are interested in this plan could agree on the parameters of a single scenario for further evaluation, including the following information.

- amounts, location and types of development
- the extent of supported improvements to the infrastructure, such as the CCT alignment and station locations
- new local streets, and roadway capacity.

We look forward to working with the County Council toward the adoption of a master plan for Gaithersburg West that will solidify the County's position in the world of life sciences discovery and provide a high quality of life for area residents, and the residents this vision will attract over the next 30 to 40 years.

Sincerely,



Royce Hanson
Chairman