

# PlanMaryland Planning Areas for the City of Gaithersburg Summary of State Agencies Review

## I. Executive Summary of Planning Area Review

After the PlanMaryland Core Agencies' review from DBED, DHCD, DNR, MDE, MDOT and MDP, the Smart Growth Coordinating Committee recommended and the Smart Growth Subcabinet on November 19, 2014 **endorsed** the City of Gaithersburg's PlanMaryland Planning Areas, specifically its Target Growth & Revitalization Areas, Established Communities in Priority Funding Areas, and Future Growth Area, and the Natural Resources Planning Areas overlay, as depicted on the attached maps. The PlanMaryland Map will serve as a composite mapping resource for State capital budgeting and program development. The Smart Growth Subcabinet agencies are committed to working with the City of Gaithersburg to achieve the Land Use, Transportation, Housing, and Economic Development Objectives of PlanMaryland. The State looks forward to partnering with the Gaithersburg to identify more specific strategies to advance these PlanMaryland objectives.

Attached to this report, as Appendix B, is a series of indicators that were used to evaluate the proposed PlanMaryland Planning Areas. Comparisons between Gaithersburg and other counties and regions of the state noted throughout the report, regarding demographic, housing, social, economic, land use, and transportation characteristics, social land use, are based on these indicators. We used these indicators to identify possible conditions and needs for progress toward the PlanMaryland objectives, but do not assume that they accurately reflect all circumstances at the local community level. For this we will rely on the more intimate vantage point of the local government moving forward.

## II. Targeted Growth and Revitalization Area

### **Overview of Gaithersburg's Targeted Growth and Revitalization Area (TGRA)**

Gaithersburg's TGRA consists of eight (8) subareas located throughout the city, along the major corridors of MD 355, I-270 and Quince Orchard Road (MD 124). While the predominant land use of most of these areas is commercial, five of the eight subareas have major residential components. Three of the TGRA subareas are substantially developed and are in need of revitalization, while the other five subareas are predominantly market driven new development. Most of the TGRA subareas are planned development for mixed-use. Gaithersburg's TGRA subareas will be the focal points for new growth and revitalization efforts in the City.

### **Assessment of Gaithersburg's Targeted Growth and Revitalization Area (TGRA)**

#### **A. Consistency with PlanMaryland Planning Areas Location Guidelines:**

**Consensus of Core Agency Review:** Proposed City of Gaithersburg TGRA complies with Location Guidelines – **Yes**

Gaithersburg's eight proposed TGRA subareas are dispersed, but are within the municipal PFA.

**B. Consistency with PlanMaryland TGRA Planning Area Guidelines - Purpose & Intent, Supporting Objectives, and Local Management & Planning Practices:**

**Overall Assessment Furthering the TGRA Purpose & Intent:**

Gaithersburg's TGRA meets every one of the four identified purpose/intent statements – being the focal point for new and revitalized mixed-use developments; accommodating the bulk of the City's future growth; providing a significant supply of residential housing and nonresidential development to serve this part of Montgomery County; and facilitating a well-planned land use pattern that is supported by multiple transportation options.

**Furthering the TGRA Land Use Objectives:**

- While the TGRA subareas have excellent vehicle accessibility, overall the TGRA's walkability and pedestrian accessibility seems somewhat limited. Neighborhoods are less walkable based on access to local roads (i.e., 12 intersections within ¼ mile of the average residence) compared to other parts of Montgomery County and other regions with the state.
- Proximity to recreational opportunities is relatively low compared to other PFAs in Maryland. Only 19% of residential parcels are within ¼ mile of trail facilities.
- Commercial diversity of the TGRA is higher than the Capital Region average. On average, 97 commercial establishments are within ½ mile of a residence.
- The City's planned land uses are sufficient to accommodate expected residential growth based on current zoning. However, given the regional demand for housing, the capacity for residential growth may have little impact on housing affordability.
- The City does promote compact development. Existing and projected build-out of residential densities are among the highest in the region and the state, thereby contributing to PlanMaryland's goals and objectives.
- Gaithersburg's comprehensive plan has strategies for redevelopment, greenfield development and mixed use. The City has amended its zoning regulations to facilitate higher density development opportunities.

**Furthering the TGRA Transportation Objectives:**

- The location of the eight proposed TGRA subareas appear to be consistent with transportation projects that would support the City's multimodal transportation goals. However, given the eight TGRA subareas are dispersed throughout the city and the high volume of vehicles traveling to and from I-270, safe movement of pedestrians and bicyclists will continue to be a challenge.
- Gaithersburg's 2009 Transportation Element identifies a number of needed transportation improvements, addressing all transportation modes. The City has been actively planning its transportation system. Three major transportation initiatives (The Watkins Mill interchange, the Corridor Cities Transitway, and the Montgomery County BRT study) affect all or some of the TRGA subareas. Any development project that could relate to these

initiatives or other parts of the state-maintained transportation network and its associated rights-of-way should be coordinated with the appropriate MDOT modal administration. For example, projects adjacent to I-270, I-370, MD 355, MD 124, MD 177, or MD 119 should be coordinated with SHA.

- Transportation access in Gaithersburg to major roads is very high compared to other adjacent PFAs and in the State.
- Use of alternative transportation modes for work trips is significantly higher in Gaithersburg compared to the rest of the State.
- Job accessibility by multiple modes is among the highest in the state.
- Access to public transit is less than ¼ mile in all proposed TGRA areas, the smallest distance of all counties and regions.
- The lack of a fine-grained street network presently forces a majority of trips, including local ones, to be made via a small number of arterial highways, adding to congestion and limiting access to the area's employment to mostly automobiles.

**Furthering the TGRA Housing Objectives:**

- Housing affordability is a challenge in Gaithersburg, particularly in the TGRA. This same conditions is observed throughout Montgomery County:
- Single-family detached homes are not widely available in the TGRA, while attached and multi-family units comprise a higher housing type share than anywhere else in the city, county or state.
- Median value of residential sales is second highest compared to other counties and regions.
- High number of renters paying more than 35% of their income for rent.
- Based on indicators of affordability, many sold homes are not affordable to the middle income households (those individuals at or near a teacher's salary [\$72,381 for Montgomery County in 2010]) and area has more jobs available than housing units; therefore fewer workers live close to the job centers to fill the available jobs.
- The City's 2009 Land Use Element identifies a number of infill and redevelopment opportunities for single-family and multifamily housing.
- The City has a program that offers for-sale and rental Moderately Priced Dwelling Units (MPDUs) and Workforce Housing Units (WFHUs).

**Furthering the TGRA Economic Development Objectives:**

- There appears to be somewhat of a Jobs/Housing imbalance in Gaithersburg. Gaithersburg's TGRA has 1/3 more jobs than housing units, while less than half of those jobs are filled by Gaithersburg residents.
- Poverty rates are lower than in other regions of the Maryland, but are comparable to the Capital region.
- The TGRA in Gaithersburg contains fewer jobs in the lower income ranges compared to other regions in Maryland.

- Gaithersburg's 2009 Land Use Plan and the adopted City's FY'13-15 Strategic Plan Objectives and Action Items focus on infill and redevelopment opportunities, as well as promoting general economic development.

**Local Management & Planning Practices to Meet Public Needs:**

The City of Gaithersburg has a strong commitment toward planning its future. The City has an ongoing process of evaluating its comprehensive plan and revising its development regulations to response to the needs of the community. The City has adopted development regulations that promote smart growth and innovative mixed-used developments.

The City of Gaithersburg, working with Montgomery County, prepared a Sustainable Communities application that included Gaithersburg's TGRA subareas #2, #3, and #6. The Smart Growth Subcabinet approved Montgomery County's Sustainable Community in November 2013.

The City continues to collaborate with Montgomery County on the planning for a number of transportation improvements. Gaithersburg has helped advance projects such as the Watkins Mill Interchange, the Corridor Cities Transitway, and the Montgomery County Bus Rapid Transit (BRT) Study. The City is planning for improvements to the road network that enhance connectivity and overall effectiveness of the network. The City also recognizes the need for improved pedestrian and bicycle access to expand mobility options, especially to BRT and MARC stations. Near these station areas and along the corridor, attention should be given to the promoting more mixed-use development to help the job/housing balance and ensure that investments in transit for these areas are maximized.

The City's FY '14 Strategic Plan sets forth a number of economic development strategies that – market the City; promote private sector investment; support implementation of the Gaithersburg Master Plan; and support the growth of local businesses. These strategies include efforts to promote infill development, revitalization of Olde Towne, and creation of vibrant mixed-use developments.

The City is working with a number of residential developments that will provide a full array of housing alternatives, incorporating affordable housing components into some of them. The City also is promoting revitalization/redeveloping antiquated apartment complexes.

**Challenges Addressing Public Priorities:**

Some of the challenges facing Gaithersburg's TGRA are:

- Retaining community character while accommodating growth demands;
- Balancing housing demand and affordability;
- Improving mobility throughout the city; and
- Maintaining a healthy, vibrant local economy.

### III. Established Communities

#### **Overview of Gaithersburg's Proposed Established Community (EC)**

Gaithersburg's proposed Establishment Community Planning Area has a mix of residential and commercial land uses. Some portions of the EC are predominantly stable residential areas, with a range of housing styles. The Gaithersburg's adopted 2009 Land Use Element's Land Use and its Zoning Maps affirm the existing use pattern. The City's Land Use Element does not recommend substantive redevelopment or changes to zoning and/or uses for the properties within the EC areas.

#### **Assessment of Gaithersburg's Established Community (EC) Area**

##### **A. Consistency with PlanMaryland Planning Areas Location Guidelines:**

**Consensus of Core Agency Review:** Proposed City of Gaithersburg EC Area complies with Location Guidelines – **Yes**

Generally speaking, Gaithersburg's Established Communities areas are arranged in a ring encircling the city. The City's municipal boundaries are, however, quite unusual and distorted, and do not conform to normal growth patterns often associated with the concentric growth model. Primarily this is because of the large unincorporated enclave that is occupied by the National Institute of Standards and Technology (NIST) located in the center of the Gaithersburg 'donut'. There are two other smaller enclaves of developed land, one just south of Washingtonian Center, and the other just south of Rockville Pike MD 355 and north of I-370.

##### **B. Consistency with PlanMaryland EC Planning Area Guidelines - Purpose & Intent, Supporting Objectives, and Local Management & Planning Practices:**

###### **Overall Assessment Furthering the EC Purpose & Intent:**

Gaithersburg's EC meets every one of the four identified purpose/intent statements by – providing a diverse, stable place for residents and businesses; maintaining the quality of life and social and economic function for the area; maintaining public facilities and services; supporting the infrastructure and service needs of the community; and promoting sustainable enhancements where possible.

###### **Furthering the EC Land Use Objectives:**

The 2009 Land Use Plan for Gaithersburg outlines several land use objectives and policies that are supportive of the PlanMaryland Established Communities within PFA designation.

- Neighborhoods are moderately walkable based on access to local roads (17 intersections within ¼ mile of the average residence.
- Recreational opportunities: 64% of EC residential parcels are within ¼ mile of trails or facilities, which is moderately high compared to the rest of the state.
- Commercial establishments and land use diversity: An average of 49 commercial establishments within ½ mile of the average residence, which is higher than anywhere else

- in the Capital region other than the TGRA. However, access to diverse land uses within ¼ mile of residences is on the low end of values for PFAs statewide.
- Existing density is low compared to the TGRA but higher than other counties and regions. Build-out density has the potential to add a substantial number of units per acre.
  - High turnover rate in housing were found in the EC, second only to the Lower Eastern Shore region.

**Furthering the EC Transportation Objectives:**

- Bicycle and pedestrian projects that increase access to the future Corridor Cities Transitway station and activity centers in the adjacent Future Growth Areas should be maximized.
- Highway Access: Access to major roads is very high compared to other PFA areas in adjacent counties, other regions, and the state. However, traffic conditions in the metro area have encouraged a great number of people in the EC to use public transportation to get to work.
- Alternative Modes: Relatively high rate of transit use and pedestrian modal split are found in the EC. However, accessibility by both transit alternatives presents a need for improved access to employment by transit.
- Average residential access to transit is good, being less than ¼ mile in both the TGRA and the EC. This is the shortest distance compared to PFAs in adjacent counties and regions.
- Residents in the EC have access to a substantial number of jobs within 45 minutes of the PFA, compared to other regions in the state and only slightly less than Gaithersburg's TGRA.

**Furthering the EC Housing Objectives:**

- The Established Communities Area offers the most affordable housing in comparison to other planning areas in Gaithersburg and the rest of Montgomery County, but it is still priced out of many people's price ranges. Since 2003, EC median residential sale values have been approximately 5% to 15% below median sale values in Montgomery County as a whole. Unlike the median residential sale values in the TGRA that have been much more volatile, the median sales values in the EC have tracked a comparable appreciate rate to Montgomery County.
- Attached and multi-family housing dominates the housing share, more than anywhere else in the state – thus supporting PlanMaryland housing and land use objectives.
- Income-to-rent ratio is comparable with adjacent counties and regions.
- While there is more affordable housing in the EC area than in the TGRA, affordability is still a persistent problem throughout the City. The turnover rate is higher than other planning areas, and in the adjacent county, which points to a perceived lack of stability in residential areas. However, this might just be due to the nature of rentals vs. homeownership. Overall, the diverse number of land uses surrounding residential areas makes the area a desirable place to live work and play.

**Furthering the EC Economic Development Objectives:**

The 2009 Land Use Plan outlines several economic development objectives and policies that are supportive of the PlanMaryland’s Established Communities within PFA designation. In addition, MDP’s indicators analysis found that:

- Gaithersburg received 1% of all capital funding for Montgomery County PFAs in FY2012 and 2013.
- More jobs than workers available exist in the immediate area.
- The poverty rate is relatively low comparable to adjacent counties and regions.
- Planning areas have fewer mid- level jobs available (\$30,000-\$60,000). Thirty percent of jobs are less than \$30,000, which negatively impacts housing affordability.

**Local Management & Planning Practices to Meet Public Needs in the EC:**

Gaithersburg’s adopted 2009 Land Use Element’s Land Use Map supports the existing uses. The Element does not recommend substantive redevelopment or changes to zoning and/or uses. The City’s FY ’13 Strategic Plan includes strategies and programs to promote housing stability and inclusiveness, and maintain neighborhood vitality.

**Challenges Addressing Public Priorities in the EC:**

No specific challenges are identified. The City recognizes the need to maintain the public infrastructure and quality of life for these areas.

## IV. Future Growth

**Overview of Gaithersburg’s Proposed Future Growth Area (FGA)**

The City of Gaithersburg has identified a Future Growth Area (Subarea #9) that is comprised of various properties located north of Clopper Road (MD 117) and south of I-270. The uses include multi-family residential (Orchard Pond); public (Montgomery County Impound Lot, State of Maryland MVA, SHA Depot, City of Gaithersburg Senior Center and open space); auto dealership; office; restaurant; research lab; retail shopping center; and unbuilt parcels adjacent to Watkins Mill Town Center. The City recognizes that the properties and their uses included in this area are currently stable, solvent, and in some cases expanding; however, this area may be appropriate for large scale redevelopment once communities such as Watkins Mill Town Center are fully built out; the Corridor Cities Transitway (CCT) is fully operational; the Watkins Mill Interchange constructed; and TGRA subarea # 8 is fully revitalized. The City is not currently expressing a desire or dedicating resources to redeveloping FG Subarea #9, but does recognize that an economically beneficial potential exists in the future.

**Assessment of Gaithersburg’s Future Growth Area (FGA)**

**A. Consistency with PlanMaryland Planning Areas Location Guidelines:**

**Consensus of Core Agency Review:** Proposed City of Gaithersburg Future Growth Area complies with Location Guidelines – **Yes**

The proposed Future Growth Area #9 meets the locational criteria for this PlanMaryland designation, as it is located within the existing boundaries of the municipal corporation within the PFA. This area is a mix of developed, underutilized and undeveloped land. It is considered a prime area for future growth because of its location proximate to the Corridor Cities Transitway, and will become a focus area for the city once TGRA subarea #8 is built out.

**B. Consistency with PlanMaryland FGA Planning Area Guidelines - Purpose & Intent, Supporting Objectives, and Local Management & Planning Practices:**

**Overall Assessment Furthering the FGA Purpose & Intent:**

The City's proposed Future Growth Areas complies with the intent of the planning area:

- Since the it is already located within the city limits;
- Planned for the long term, phased public infrastructure and private investments; and
- Planned redevelopment of the area will be compatible with future transportation and land use improvements, and build-out of the area.

**Furthering the FGA Land Use Objectives:**

The City intends to introduce mixed-use zoning to eventually replace or augment the existing Euclidean zoning to meet the objectives for future growth.

**Furthering the FGA Transportation Objectives:**

The area is already well served by road access and transit. Redevelopment potential will be greatly influenced by two additional major transportation projects: the Watkins Mill interchange project and the Corridor Cities Transitway (CCT). An existing MARC station is located near the Watkins Mill Town Center. Expansion of MARC service is already in the works in the MARC Growth and Investment Plan. Transportation strategies for the area will be further studied in the 2015 Land Use Element.

**Local Management & Planning Practices to Meet Public Needs in the FGA:**

Future Growth Area #9 offers capacity for new residential and commercial growth. As part of the City's review of the 2015 Land Use Element, analysis at that time will be more clearly defined as market conditions, opportunities, and constraints become clearer. In addition, the status of the two major transportation projects aforementioned will help determine the timeliness of build-out in Area #9.

**Challenges Addressing Public Priorities in the FGA:**

No specific challenges are identified.

## V. Preservation/Conservation Planning Areas

The City of Gaithersburg did not propose any Preservation/Conservation Planning Areas. However, the consensus of the Core Agency Review was that **a Natural Resources Planning Area should be identified for those portions of the City that are located with DNR's identified GreenPrint Map.** Specific GreenPrint mapping data that impacts Gaithersburg:

- Tier 5 BioNet areas in southeastern area.
- Green Infrastructure Corridor V. 5.

The City is largely located in an area surrounded by DNR identified Green Infrastructure lands. These areas comprise a landscape-scale hub and corridor network where hubs are composed of large blocks of important forest and wetlands habitats and corridors connect hubs and support the movement of plants and animals. A large part of this network is public lands including the Seneca Valley State Park and various local parks.

The Core State Agencies would encourage Gaithersburg to keep and expand the tree cover in these identified Natural Resources Areas in an effort to maintain the character of the surrounding natural community, and recommend maintaining tree cover contiguity with other forest resource, as this improves habitat connections as well as improves water quality. Free tools to help communities assess tree canopy are available at <http://www.itreetools.org/>. The iTree Canopy tool allows a quick, quantitative measure of existing tree canopy and other tools can help identify where expanded tree canopy could provide the most ecological and community benefits.

## VI. State Agencies' Assessment of PlanMaryland Implementation Strategy Opportunities & Constraints.

### Overall Assessment of Gaithersburg's PlanMaryland Planning Areas

The Smart Growth Subcabinet accepted the recommendation from the Smart Growth Coordinating Committee and the PlanMaryland Core Agencies and **endorsed** Gaithersburg's Planning Areas on November 19, 2014.

The PlanMaryland Core Agency Review from DHCD, DNR, MDE, MDOT and MDP recommend to the Smart Growth Coordinating Committee and Smart Growth Subcabinet **endorsement** of Gaithersburg's PlanMaryland Planning Areas as depicted on the attached maps – specifically, (1) the Target Growth & Revitalization Areas (TGRA) consists of eight (8) subareas located throughout the city, along the major corridors of MD 355, I-370 and Quince Orchard Road; (2) the Established Communities (EC) areas that are arranged in a ring encircling the city; (3) the Future Growth Area (FGA) located north of Clopper Road (MD 117) and south of I-270; and (4) Natural Resources Planning Area overlay located

predominantly along the stream valleys, forested areas, and public parklands including the Seneca Valley State Park and various local parks.

Future state initiatives will likely include the targeting and prioritization of limited State resources. Wherever consistent with enabling statutory and policy guidelines, the PlanMaryland Planning Areas will be a guide in the development and implementation of state programs and activities affected PlanMaryland objectives. State agencies will use the PlanMaryland Map and associated tools, such as DNR's GreenPrint and Climate Change Impact Area mapping resources, in this capacity. The PlanMaryland Map will serve as a composite mapping resource for State capital budgeting and program development. The State looks forward to partnering with the Gaithersburg to identify more specific strategies to advance PlanMaryland objectives in Gaithersburg's TGRA and ECs.

**Opportunities for State Agency Assistance Implementing Gaithersburg's PlanMaryland Planning Areas:**

The City of Gaithersburg has the planning and administrative capacity to address many of its smart growth-related objectives. The most notable limiting factors to accomplishing these objectives are financial resources, as with nearly every jurisdiction. That said, the assessment of Gaithersburg's Planning Areas and Supporting Objectives identified a number of opportunities for State agencies to collaborate with the City of Gaithersburg to address objectives in the following areas.

**Land Use**

The City of Gaithersburg has maintained a long-term commitment to comprehensive land use planning, promoting a high quality of life and preserving the character of its existing community while also pursuing opportunities to grow and redevelop some of its older, antiquated areas. The City is interesting in promoting more compact and walkable neighborhoods. To this end, the Smart Growth Subcabinet agencies are committed to working with the City of Gaithersburg to achieve the Land Use Objectives of PlanMaryland. The Maryland Department of Planning (MDP) will serve as the facilitating State agency to coordinate State land use technical assistance and will look for opportunities to connect State programs with local initiatives. MDP will coordinate with the City of Gaithersburg and other State agencies to assist with State funding programs and help resolve regulatory matters related to land use. MDP has established a Regional Planner point-of-contact to work with the City of Gaithersburg Planning Department in coordinating technical assistance.

**Transportation**

The City of Gaithersburg has a number of multimodal transportation goals that they have been working to achieve. To this end, the Smart Growth Subcabinet agencies are committed to working with the City of Gaithersburg to achieve the Transportation Objectives of PlanMaryland. The Maryland Department of Transportation (MDOT) will serve as the facilitating State agency to coordinate State transportation technical assistance and will look for opportunities to connect State programs with local initiatives. To aid in this coordination, MDP has established a Regional Planner point-of-contact to work with MDOT and the City of Gaithersburg Planning Department.

In working with the City of Gaithersburg, MDOT and its modal agencies can provide information about funding for various transportation initiatives. Specifically:

- MDOT encourages the City to continue working with SHA and MTA to acquire right-of-way necessary for the Corridor Cities Transitway (CCT) and I-270 at Watkins Mill Road interchange.
- SHA roadway improvements shall include bicycle and pedestrian facilities. The design of such facilities to SHA roadways will be subject to SHA review and approval. Please coordinate with Lisa Choplin, Chief, Innovative Contracting Division (ICD), SHA at 410-545-8824 or via email at [lchoplin@sha.state.md.us](mailto:lchoplin@sha.state.md.us) and/or Dustin Kuzan, Bicycle/Pedestrian Coordinator, RIPD/SHA at 410-545-5656 or via email at [dkuzan@sha.state.md.us](mailto:dkuzan@sha.state.md.us).
- For bicycle and pedestrian improvements on SHA roadway facilities, the City may want to consider the following programs:
  - Sidewalk Retrofit: The Sidewalk Retrofit program advances the SHA's vision of multi-modal transportation by providing or enhancing pedestrian access along urban state routes as viable and safe modes of transportation. The goals of this program are improving mobility for the general and disabled population, reducing public safety risks, and removing barriers to easy movement of citizens. While these projects are generally constructed at the request of a local government, they may also be constructed due to high incidences of pedestrian related crashes at a location. Please contact Lisa Choplin, Chief, OHD Innovative Contracting, 410-545-8824.
  - Community Safety and Enhancement Program: This program addresses pedestrian access, mobility and safety concerns, while enhancing traffic flow and safety, addressing parking and drainage issues, and enhancing the community character and aesthetics of the jurisdiction. This program has funded streetscape project in many communities throughout the state. For more information about this program contact Teri Soos, Assistant Chief, OHD Community Design, 410-545-8845.
- For bicycle and pedestrian improvements outside of SHA roadway facilities, the City may want to consider the following programs:
  - Transportation Alternatives: For information on potential sidewalk and shared-use path funding, contact Jessica Silwick, Transportation Alternatives Coordinator, RIPD/SHA at 410-545-5653 or via email at [jsilwick@sha.state.md.us](mailto:jsilwick@sha.state.md.us).
  - Maryland Bikeways: Program supports the design and construction of projects that create and improve bicycle connections to key destinations such as schools, transit stations, and employment centers. The City's I-270 Bicycle Trail Assessment is a good example of a Bikeways-supported project that the City may want to expand upon in the future, especially in its TGRAs. Please coordinate with Kate Sylvester, Community Planning, MDOT, at 410-865-1304 or via email at [ksylvester@mdot.state.md.us](mailto:ksylvester@mdot.state.md.us).

### **Housing**

The City of Gaithersburg continues to promote a range of housing options for all income levels. The City recognizes the challenge of providing affordable housing and has established programs, such as a Moderately Price Dwelling Unit Program and a Homebuyer Assistance Loan Program, to help address this concern. In addition, the City provides a number of neighborhood services, including code enforcement regarding property maintenance, public nuisances, rental housing and home-based businesses, as well as mediating landlord-tenant disputes, to improve the quality of living conditions in Gaithersburg's neighborhoods. The Smart Growth Subcabinet agencies are committed to working with the City of Gaithersburg to achieve the Housing Objectives of PlanMaryland. The Maryland Department of Housing and Community Development (DHCD) will serve as the facilitating State agency to coordinate State housing technical assistance and will look for opportunities to connect State programs with local initiatives. DHCD will coordinate with the City of Gaithersburg and other State agencies to assist with State funding programs and help facilitate community development. To aid in this coordination, MDP has established a Regional Planner point-of-contact to work with DHCD and the City of Gaithersburg Planning Department.

### **Economic Development**

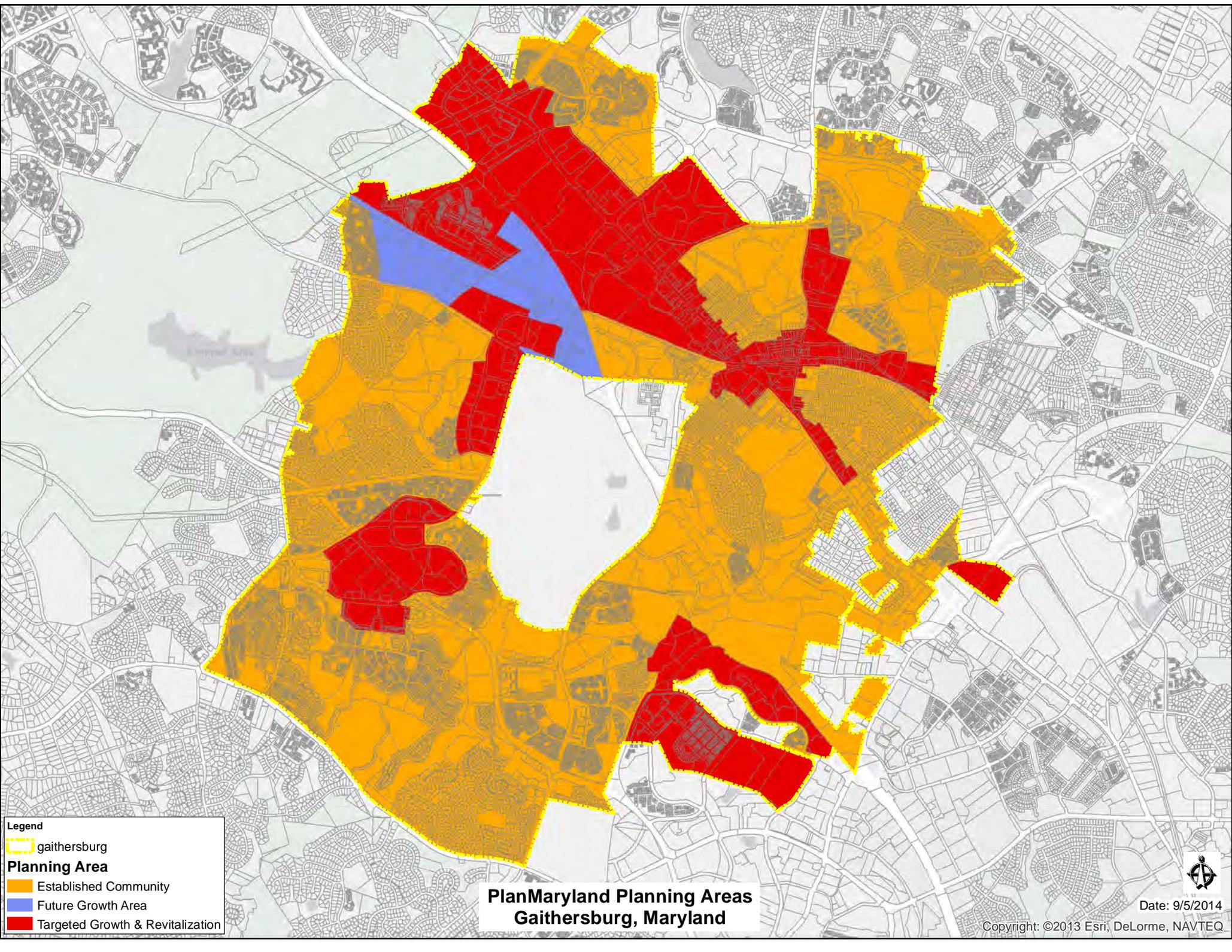
The City of Gaithersburg's economic development strategies focus on business retention, infill and redevelopment. The City oversees various economic development programs and services geared to existing and potential businesses, providing at times funding to incentivize and leverage extraordinary opportunities for major job prospects. To that end, the Smart Growth Subcabinet agencies are committed to working with the City of Gaithersburg to achieve the Economic Development Objectives of PlanMaryland. The Department of Business and Economic Development (DBED) will serve as the facilitating State agency to coordinate State economic development technical assistance and will look for opportunities to connect State programs with local initiatives. DBED will coordinate with the City of Gaithersburg and other State agencies to assist with State funding programs and help facilitate economic development. To aid in this coordination, MDP has established a Regional Planner point-of-contact to work with DBED and the City of Gaithersburg Planning Department.

### **Other Smart Growth Subcabinet Collaboration Opportunities**

The Smart Growth Subcabinet agencies recognize that there may be other local initiatives beyond those directly associated with land use, transportation, housing, and economic development objectives where specific State agencies may be able to help the City promote smart, sustainable growth. MDP's Regional Planner point-of-contact will facilitate the Subcabinet agencies' assistance with these other local initiatives.

APPENDIX A

PlanMaryland Planning Area Map



**Legend**

-  gaithersburg
- Planning Area**
-  Established Community
-  Future Growth Area
-  Targeted Growth & Revitalization

**PlanMaryland Planning Areas  
Gaithersburg, Maryland**

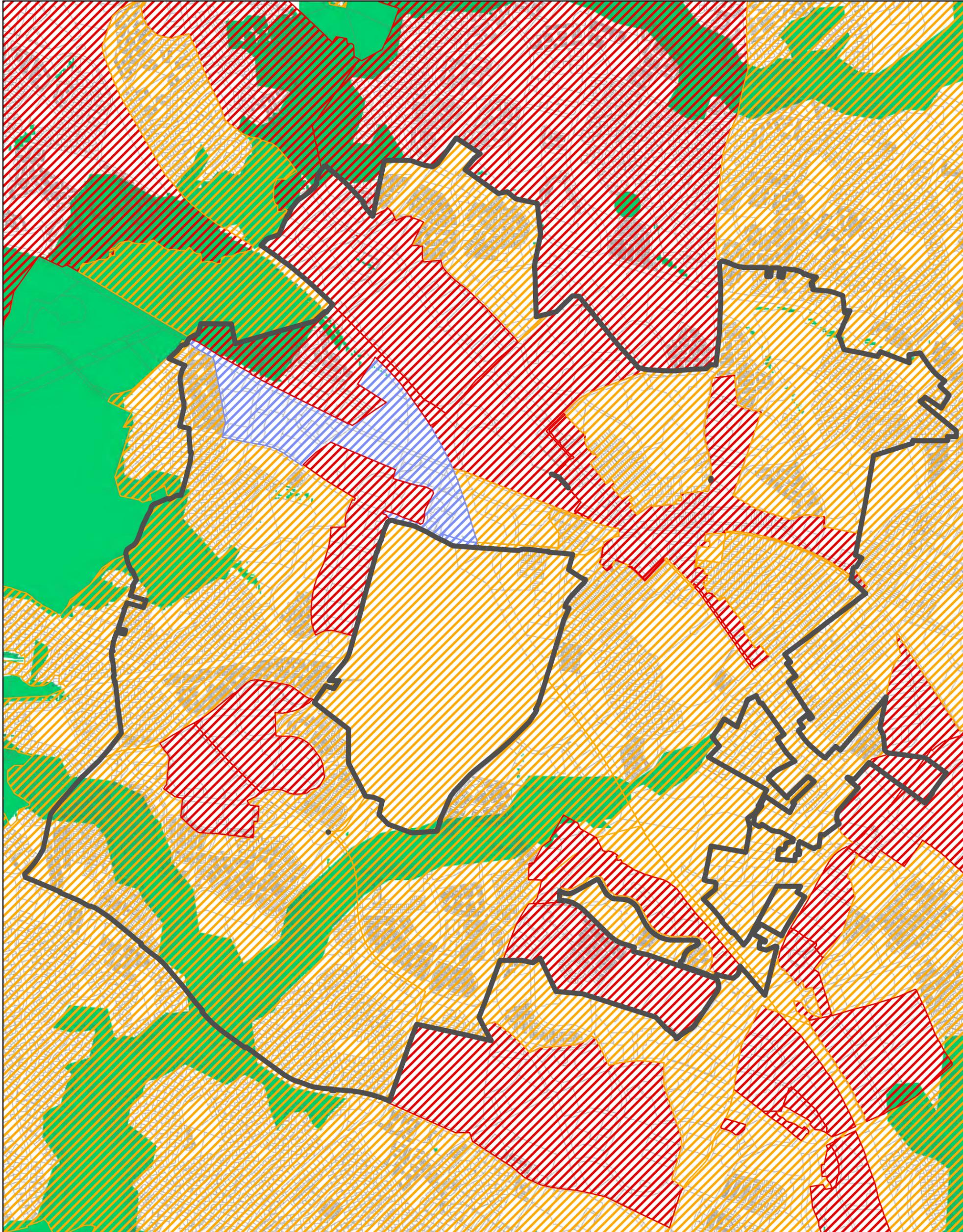


Date: 9/5/2014

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# City of Gaithersburg PlanMaryland Planning Areas

## Preservation/Conservation Areas

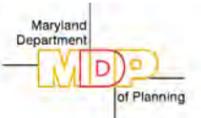


### PlanMaryland Planning Areas

- Targeted Growth & Revitalization
- Established Community
- Future Growth
- Large Lot Development
- Rural Resource Areas
- Rural Legacy Areas
- Natural Resource Areas\*

\* Natural Resource Areas include Priority Preservation Areas; Green Print's: Targeted Ecological Areas, Wildlife & Rare Species Habitats, Forests Important for Water Quality, and Forests and Green Infrastructure.

Areas not shown but should also be considered are Green Print's Non-Tidal, Tidal, Bay and Coastal Ecosystems Fisheries.



APPENDIX B

PlanMaryland Planning Area Indicators

# PLAN MARYLAND PLANNING AREA REVIEW PRELIMINARY INDICATORS FOR CITY OF GAITHERSBURG



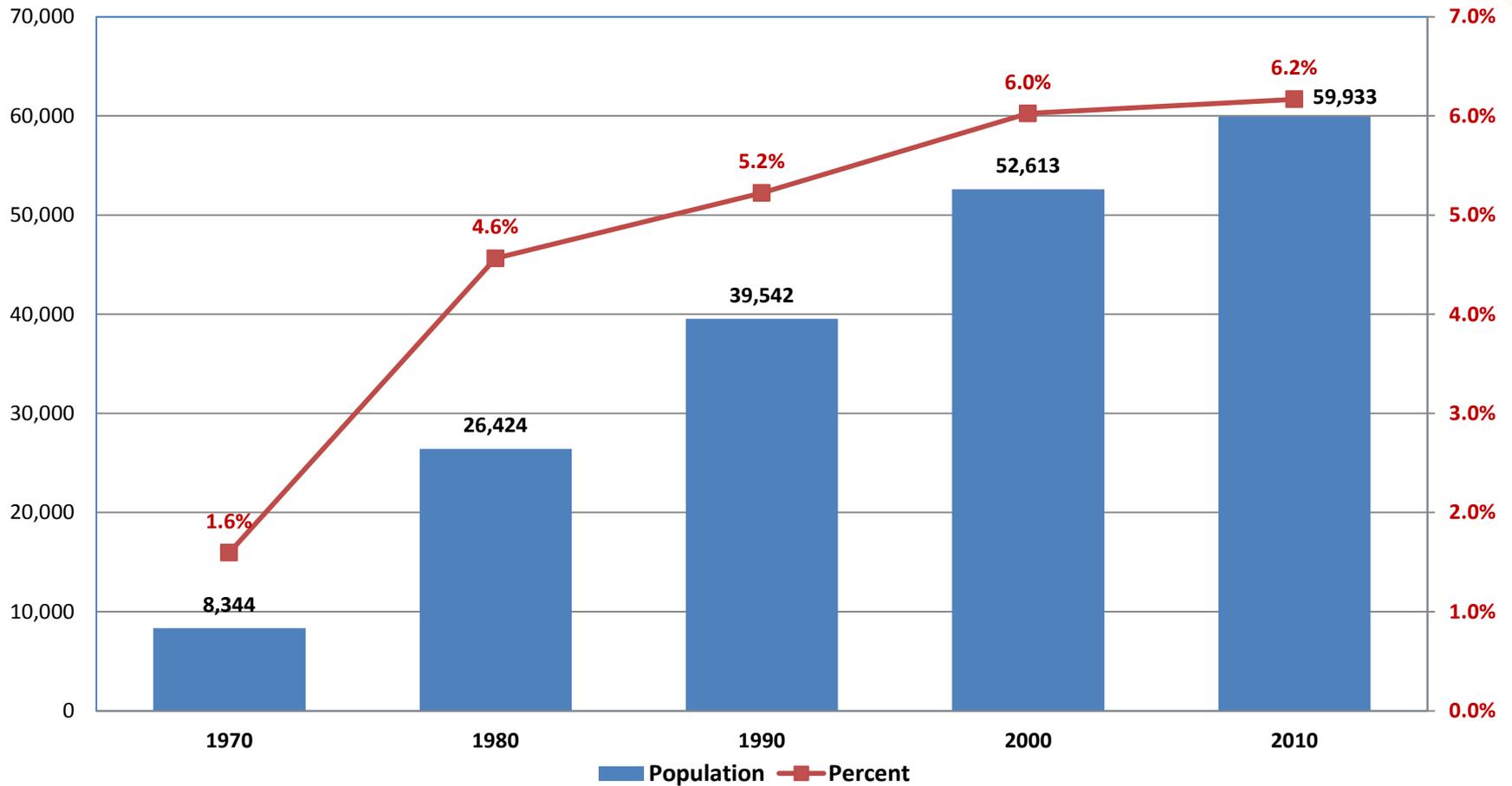
# DEMOGRAPHICS



Sustainable — Attainable

# GAITHERSBURG POPULATION, 1970-2010

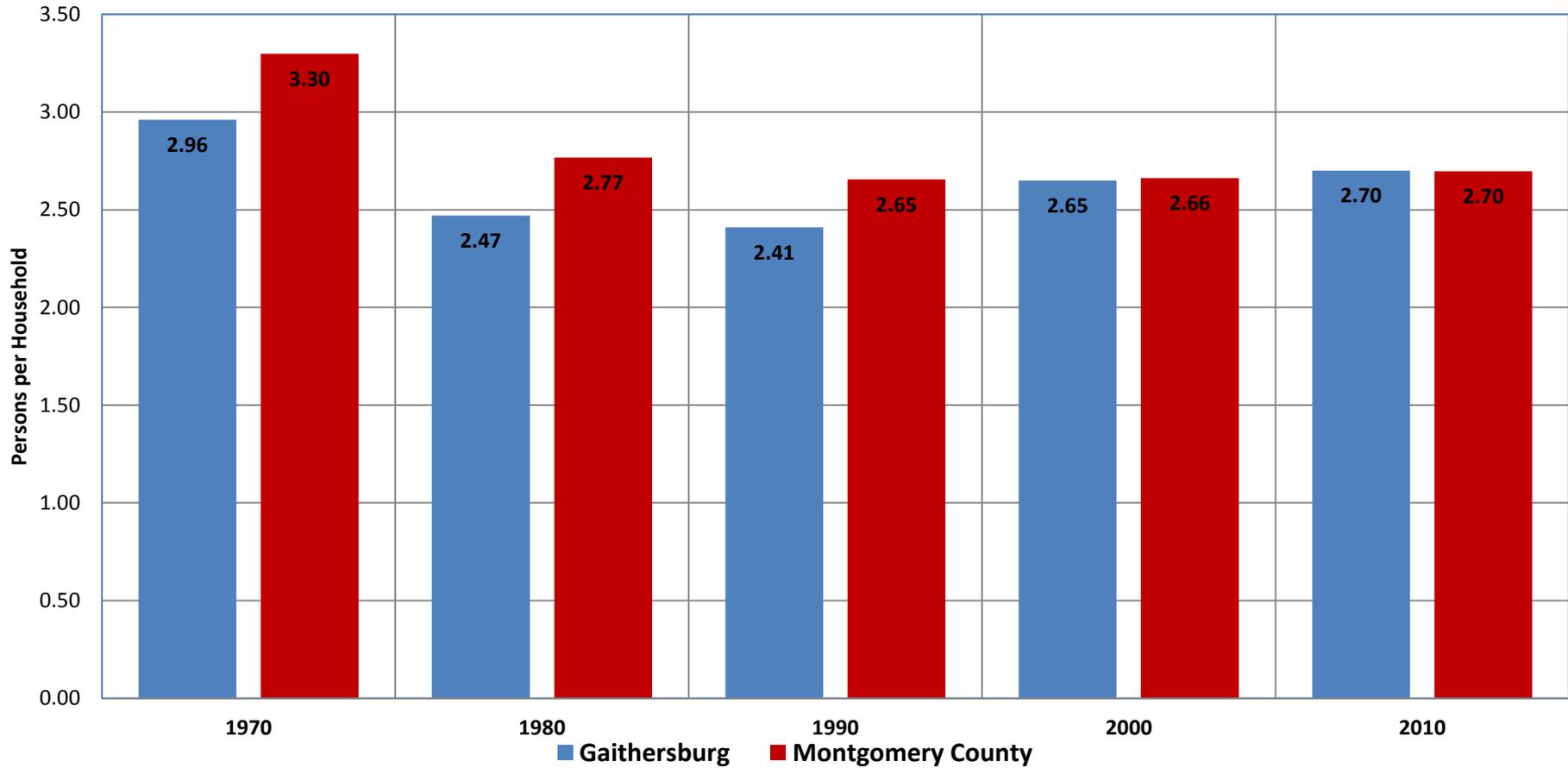
## AND AS A PERCENT OF MONTGOMERY COUNTY



Sustainable — Attainable

# AVERAGE HOUSEHOLD SIZE

## GAITHERSBURG AND MONTGOMERY COUNTY



Sustainable — Attainable

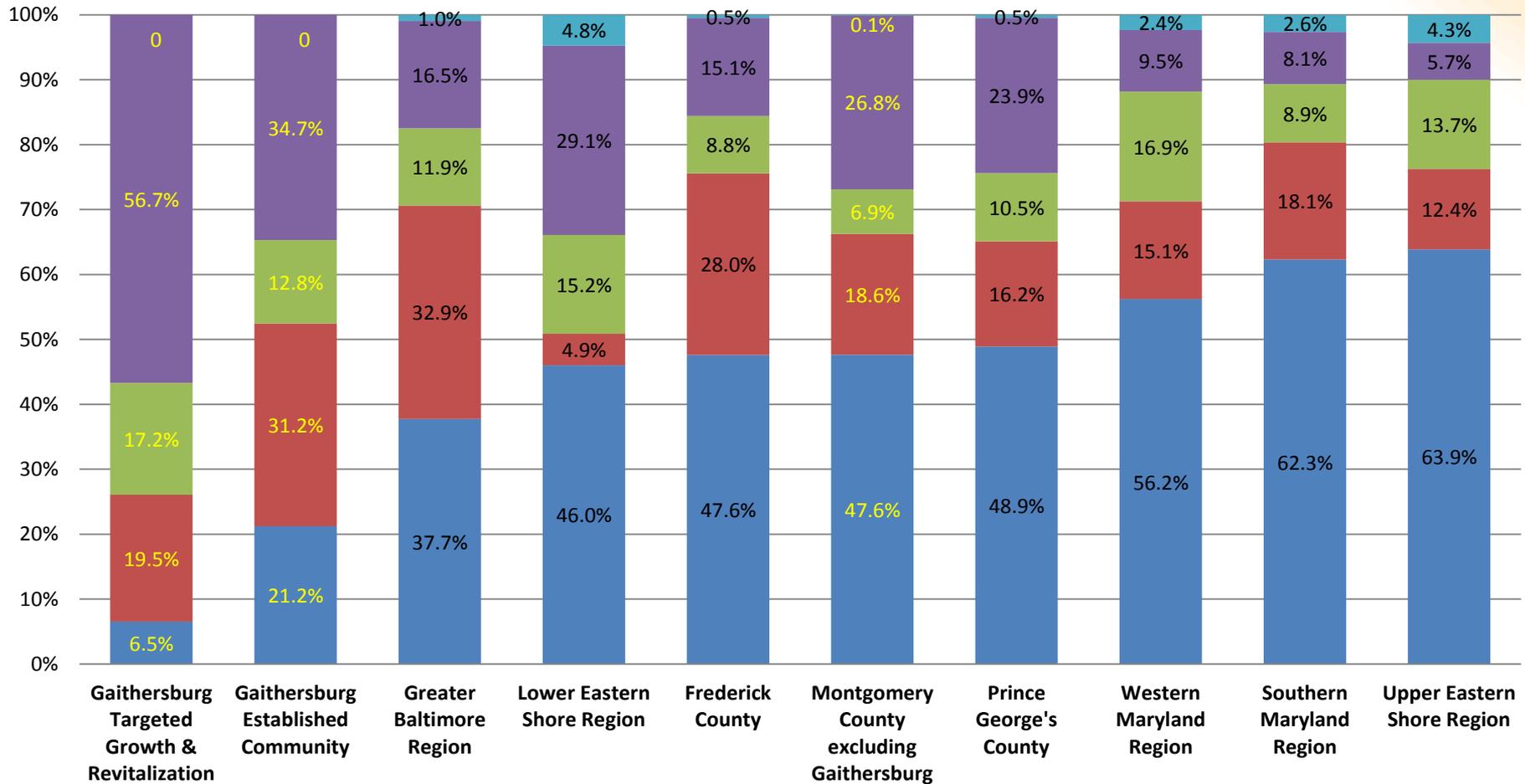
# HOUSING OBJECTIVES



Sustainable — Attainable

# UNITS IN HOUSING STRUCTURES IN PFAs

## CITY OF GAITHERSBURG



■ Single Family, detached   ■ Single Family, attached   ■ 2 to 9 units   ■ 10 or more units   ■ Mobile home & other

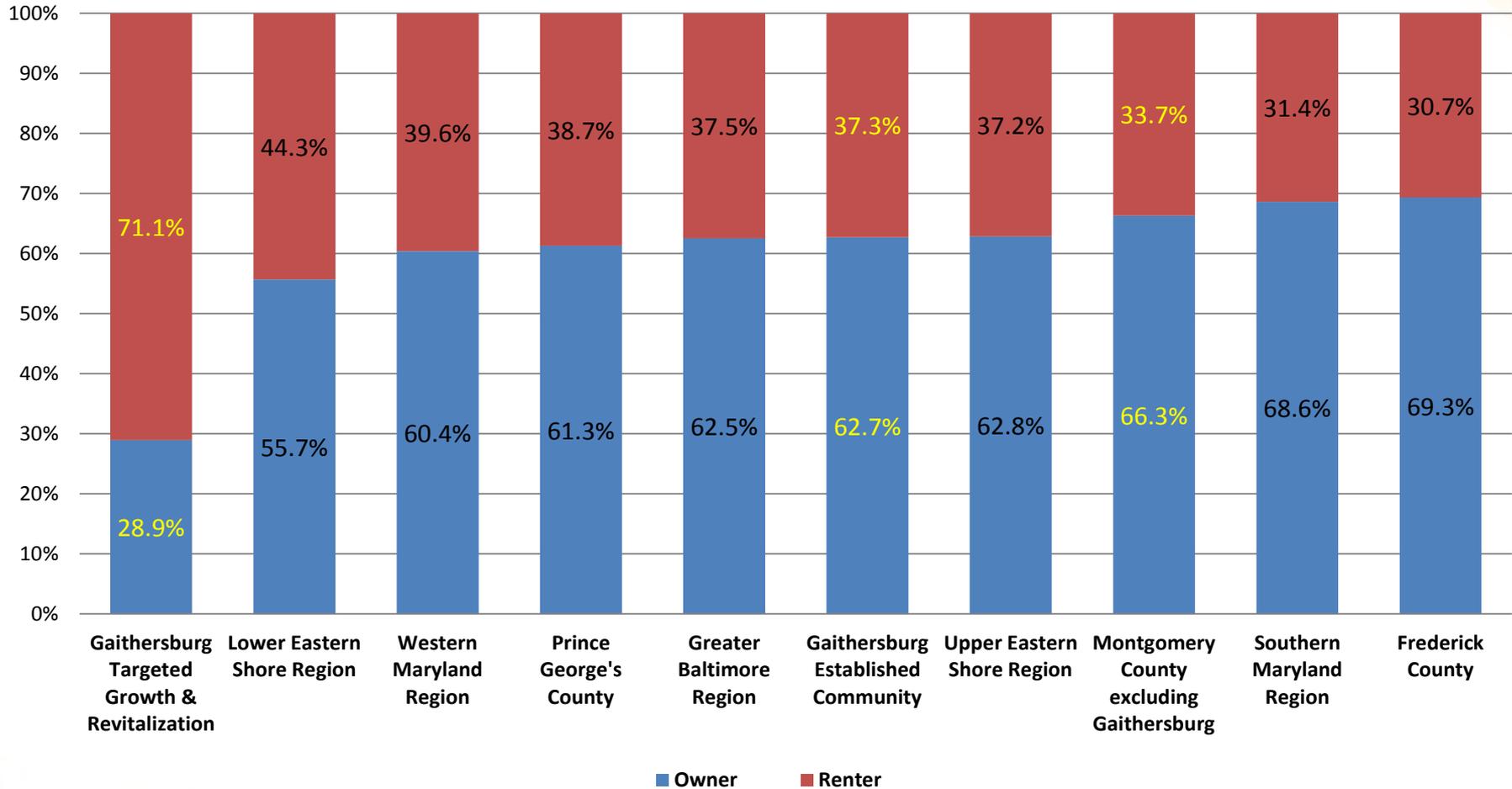
All comparative data to planning areas is inside PFAs unless otherwise noted.



Sustainable Attainable

# TENURE: PERCENT OWNER & RENTER IN PFAs, 2010

## CITY OF GAITHERSBURG



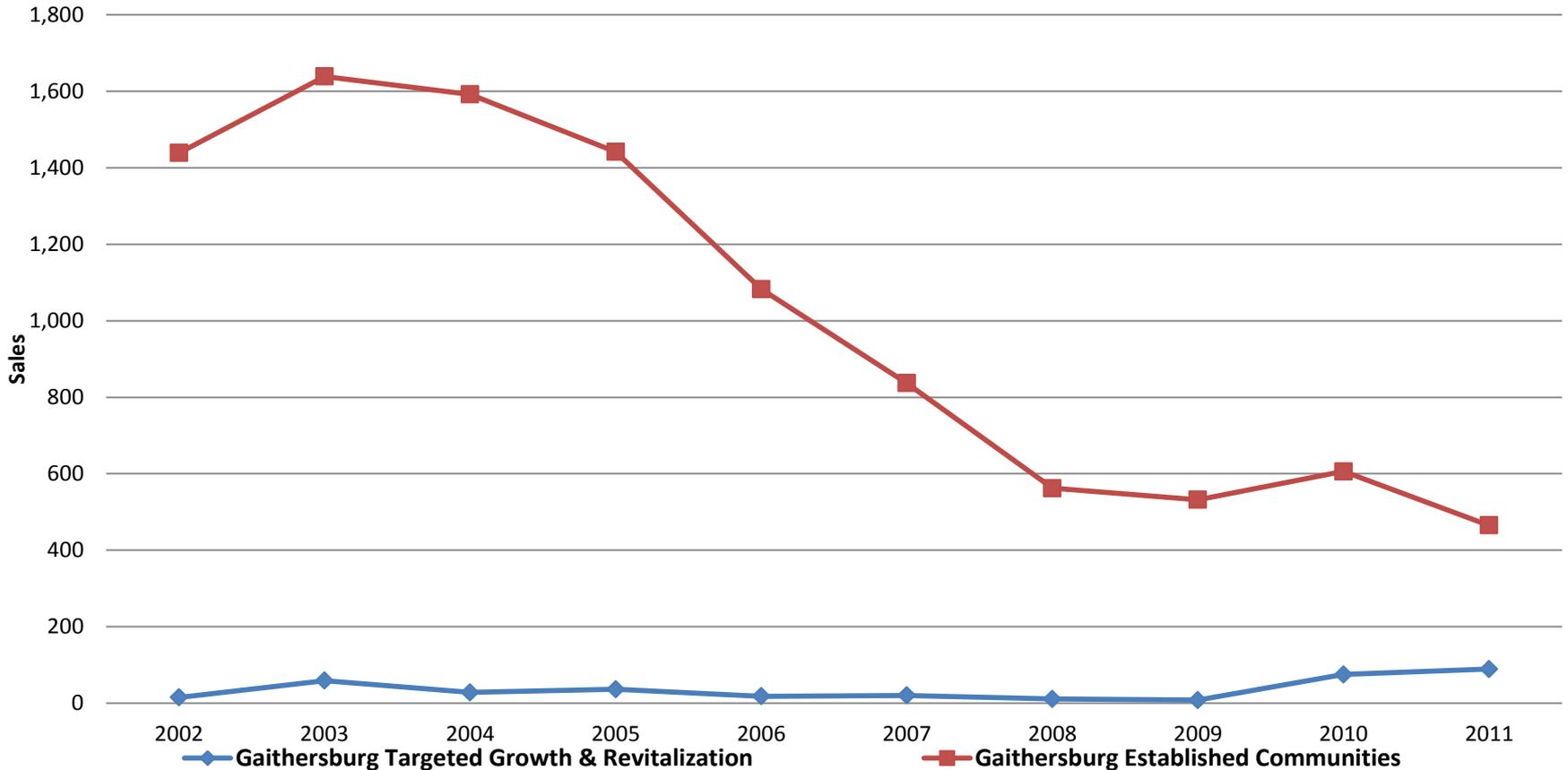
All comparative data to planning areas is inside PFAs unless otherwise noted.



Sustainable — Attainable

# RESIDENTIAL HOUSING SALES IN PFAs, 2002-2011\*

## CITY OF GAITHERSBURG



\*Sales are arms-length transactions, and exclude, where possible, sales to banks/corporations

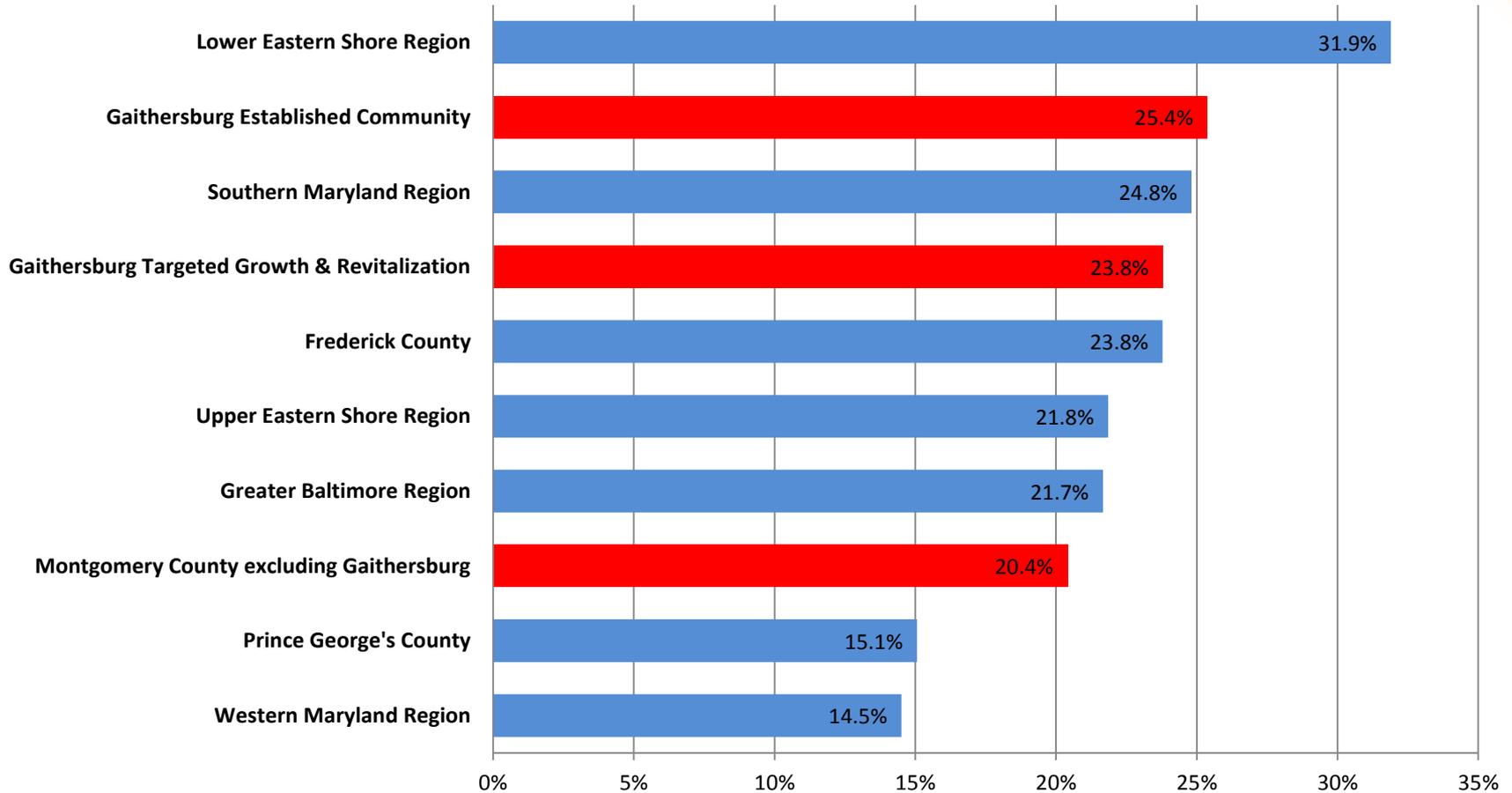
All comparative data to planning areas is inside PFAs unless otherwise noted.



Sustainable — Attainable

# RESIDENTIAL TURNOVER RATE IN PFAs \*

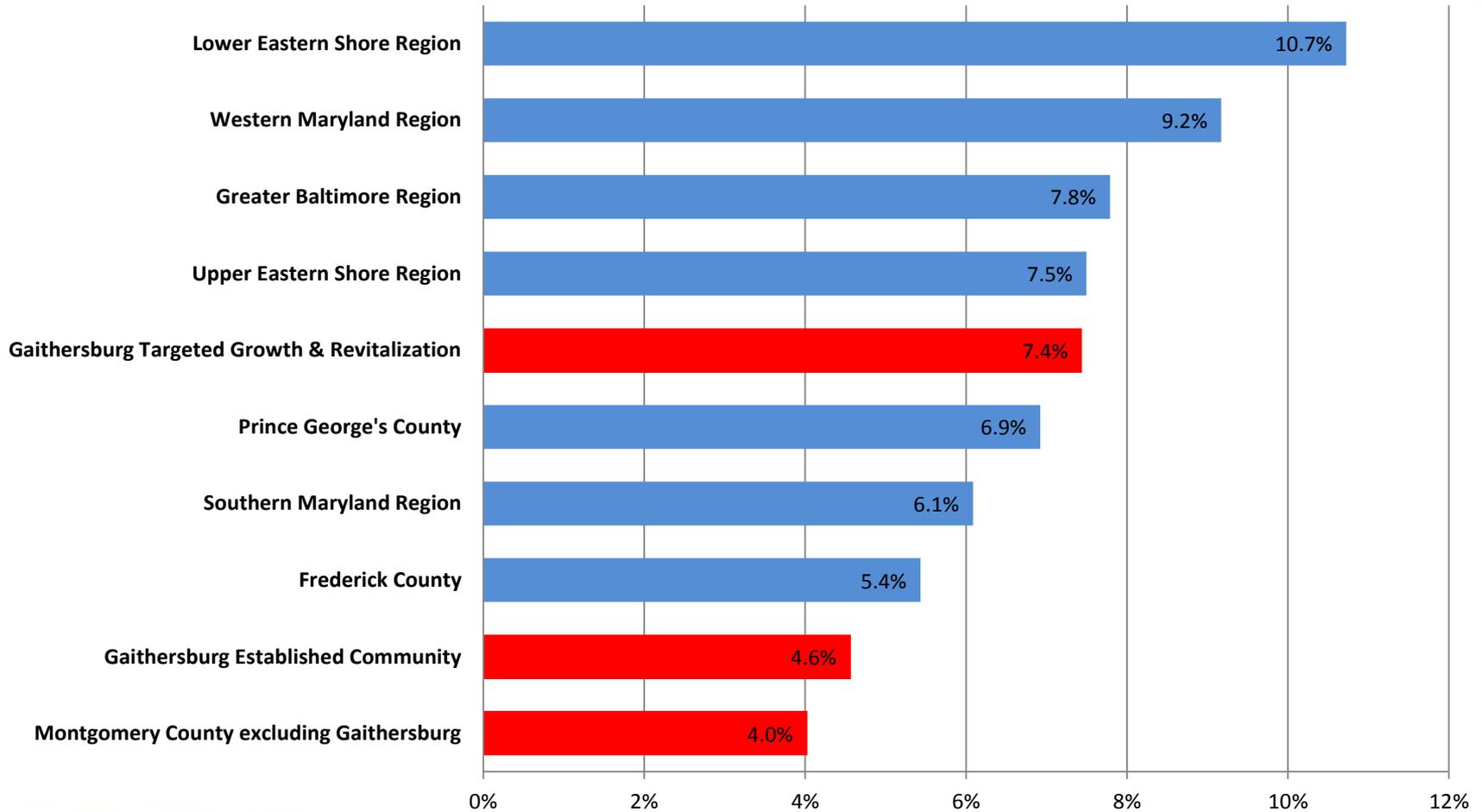
## CITY OF GAITHERSBURG



\* Sales over 2007-2011 period divided by number of owner occupied, vacant for sale and vacant but sold units  
 All comparative data to planning areas is inside PFAs unless otherwise noted.



# 2010 RESIDENTIAL NON-SEASONAL VACANCY RATE IN PFAS CITY OF GAITHERSBURG

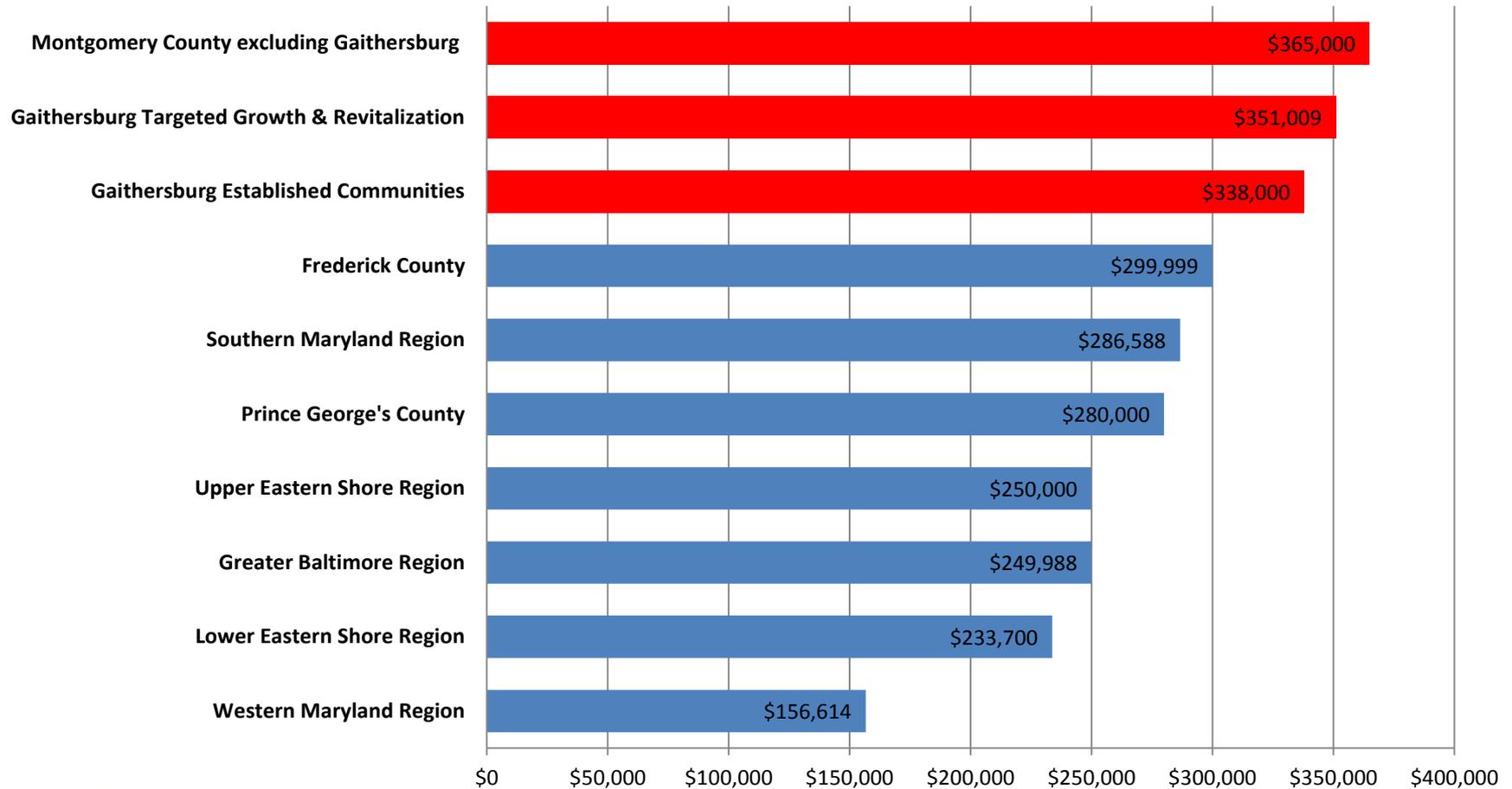


All comparative data to planning areas is inside PFAs unless otherwise noted.



Sustainable — Attainable

# MEDIAN VALUE OF RESIDENTIAL SALES IN PFAs, 2007-2011 CITY OF GAITHERSBURG

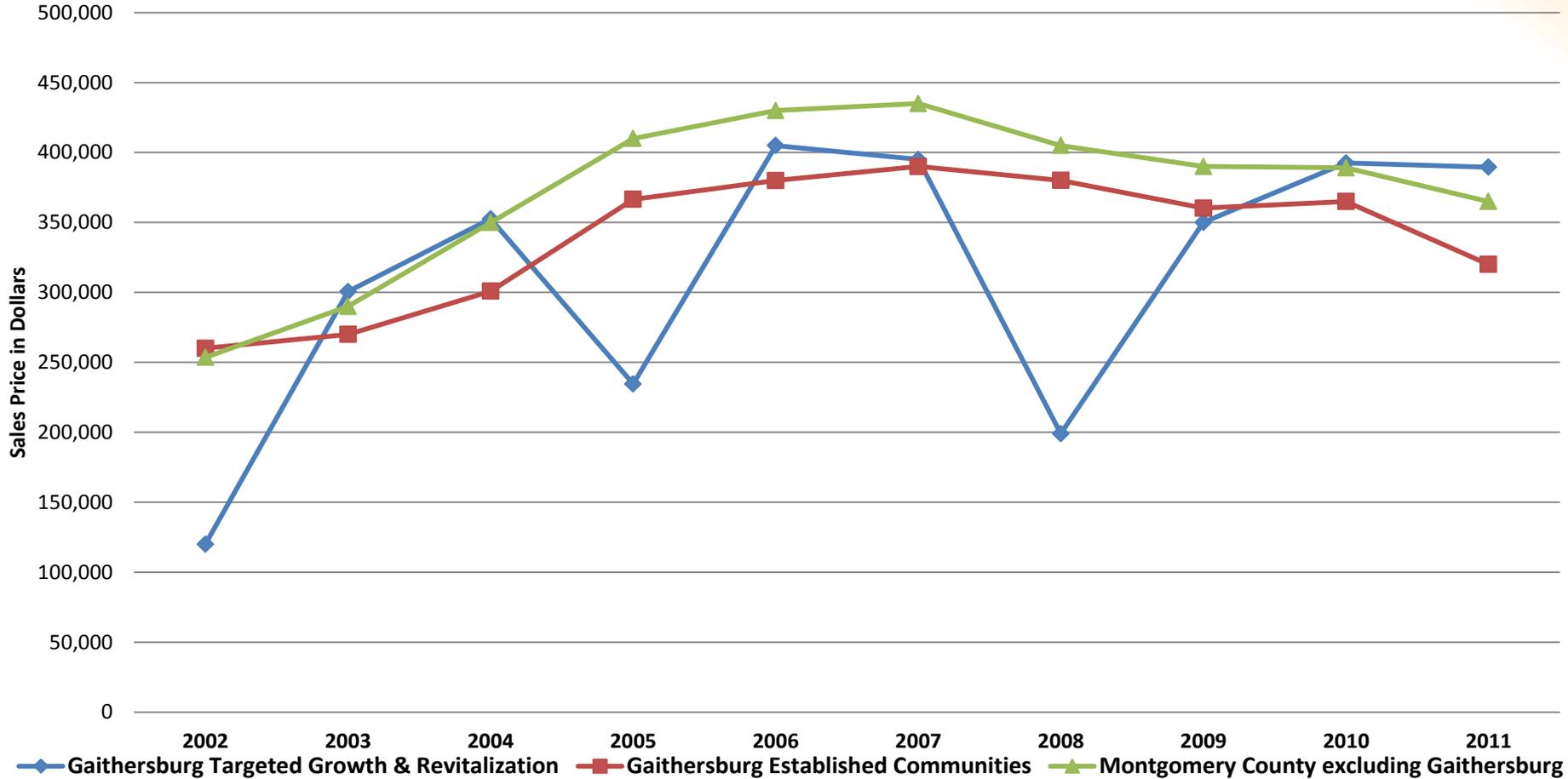


All comparative data to planning areas is inside PFAs unless otherwise noted.



Sustainable — Attainable

# MEDIAN RESIDENTIAL SALES VALUE 2002-2011 CITY OF GAITHERSBURG

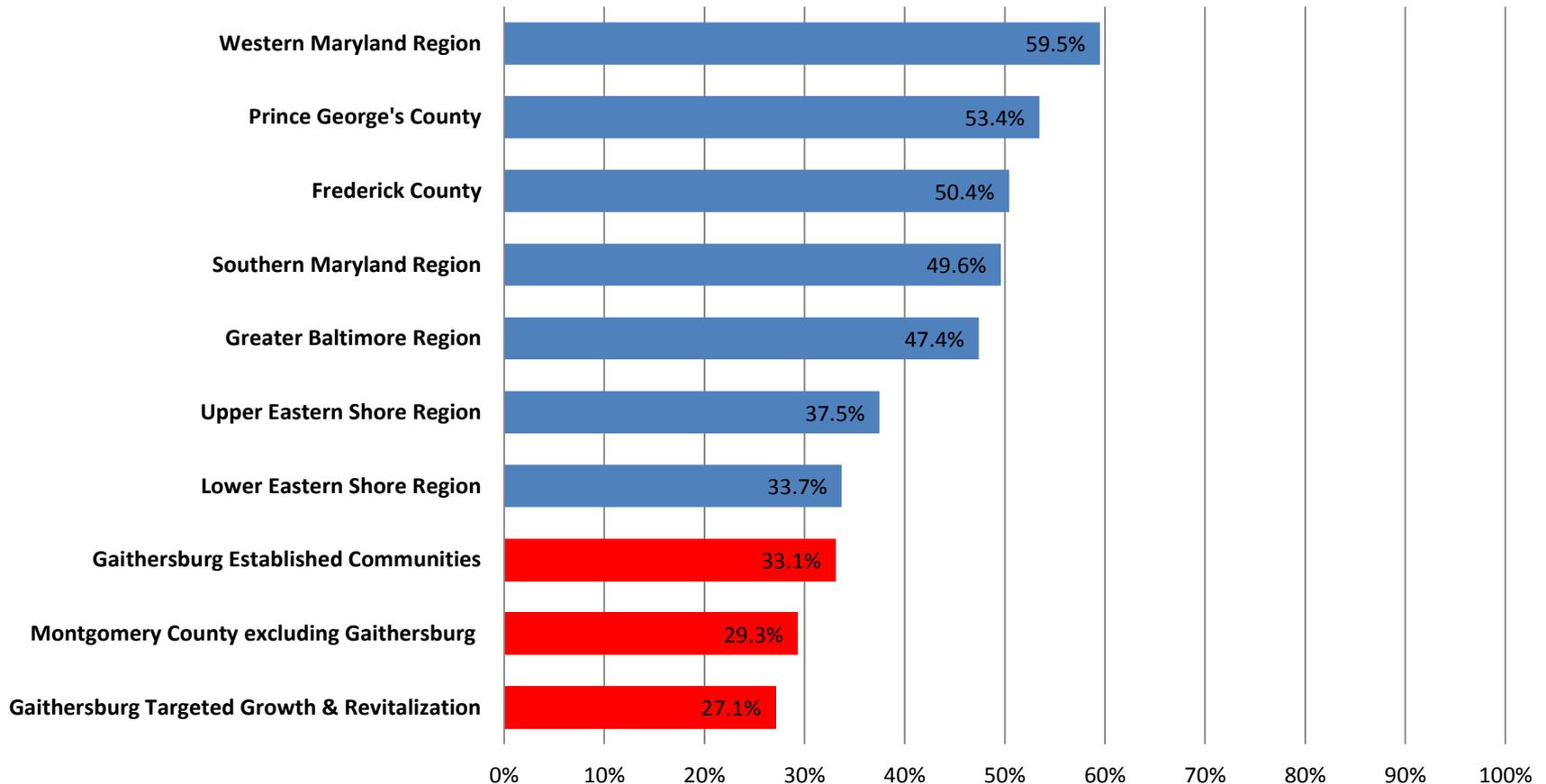


\*Sales are arms-length transactions, and exclude, where possible, sales to banks/corporations  
All comparative data to planning areas is inside PFAs unless otherwise noted.



Sustainable — Attainable

# PERCENT OF HOMES SOLD THAT WERE AFFORDABLE IN PFAs, 2007-2011, WITH 80 PERCENT AMI CITY OF GAITHERSBURG

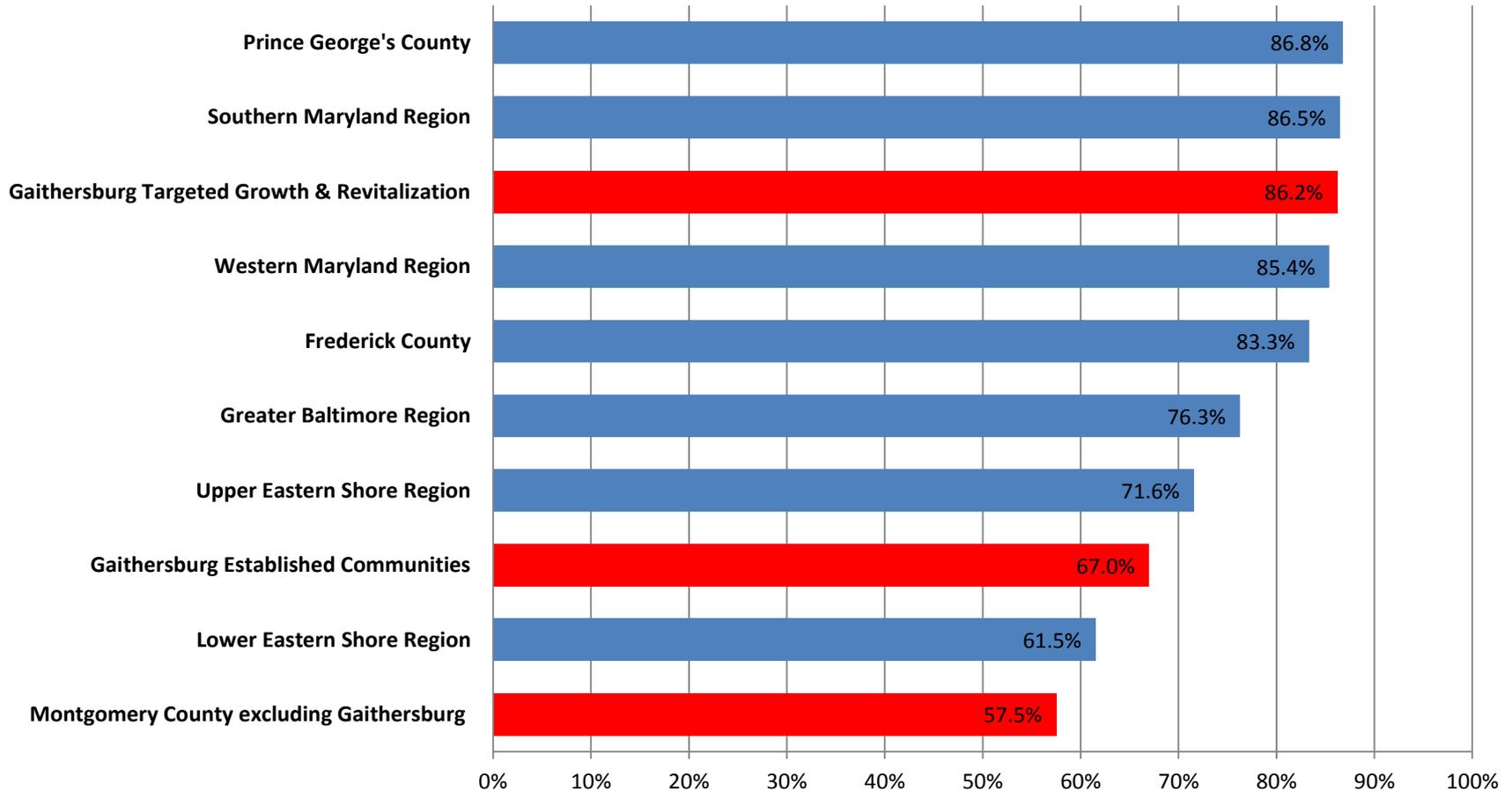


All comparative data to planning areas is inside PFAs unless otherwise noted. Based on 80% of HUD's Area Median Income (AMI), 2007-2011.



Sustainable — Attainable

# PERCENT OF HOMES SOLD THAT WERE AFFORDABLE IN PFAs, 2007-2011, WITH 120 PERCENT AMI CITY OF GAITHERSBURG

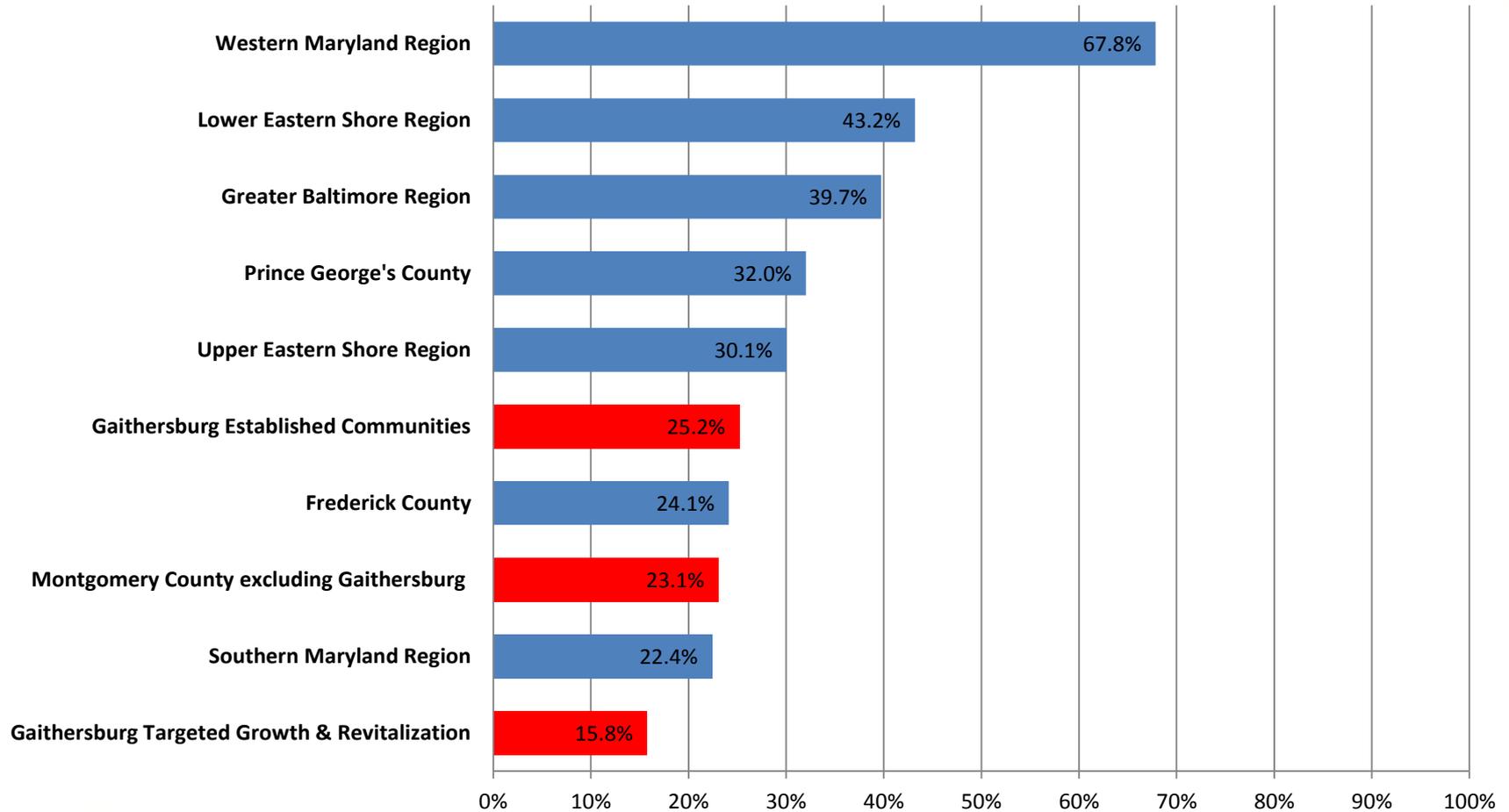


All comparative data to planning areas is inside PFAs unless otherwise noted. Based on 120% of HUD's Area Median Income (AMI), 2007-2011.



Sustainable — Attainable

# PERCENT OF HOMES SOLD THAT WERE AFFORDABLE IN PFAs, 2007-2011, WITH MEDIAN TEACHER SALARY CITY OF GAITHERSBURG



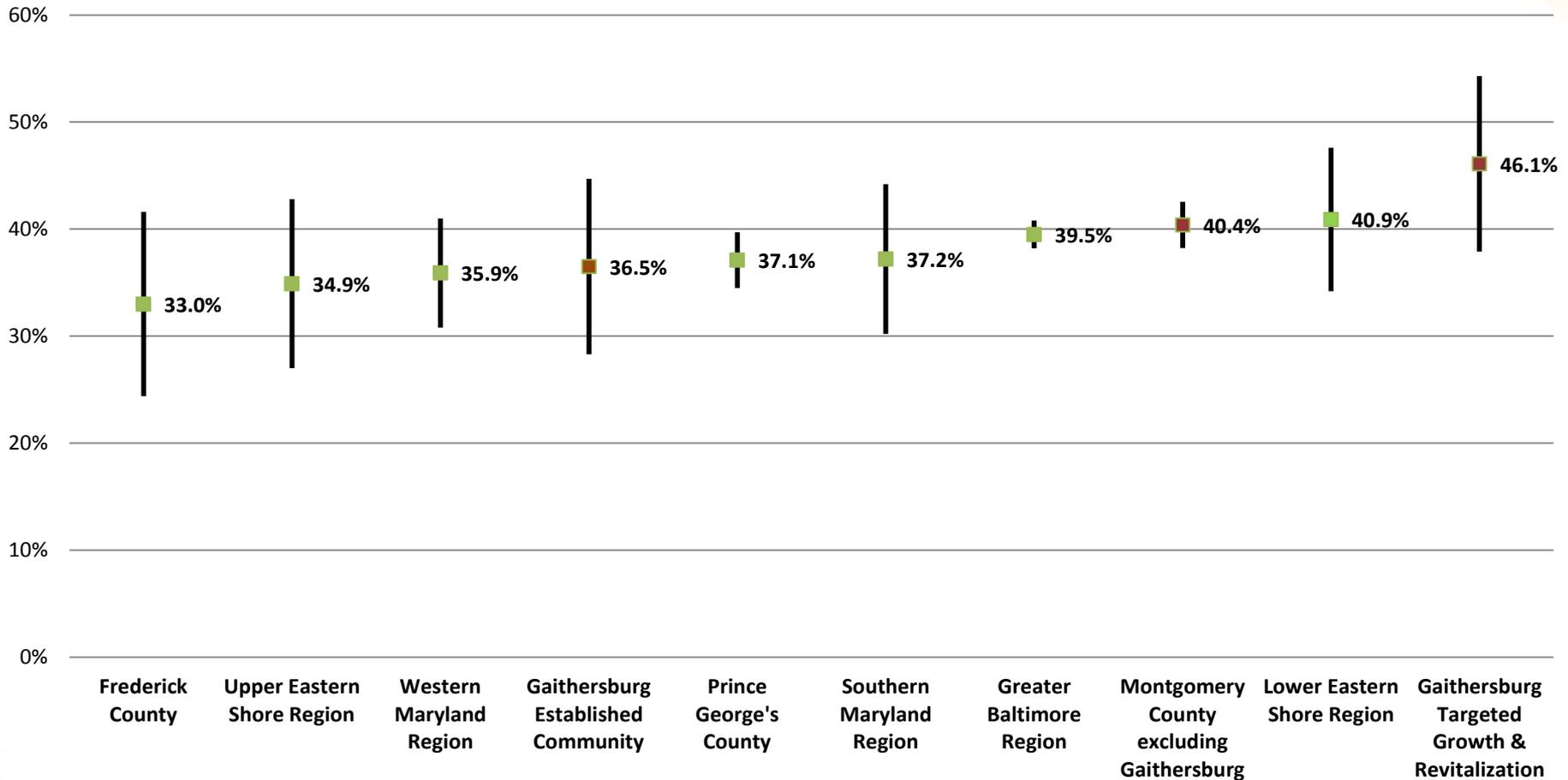
All comparative data to planning areas is inside PFAs unless otherwise noted. Based on median teacher's salary (2011) by region.



Sustainable — Attainable

# PERCENT OF RENTERS PAYING MORE THAN 35% OF INCOME FOR RENT IN PFAs, 2007-2011

## CITY OF GAITHERSBURG



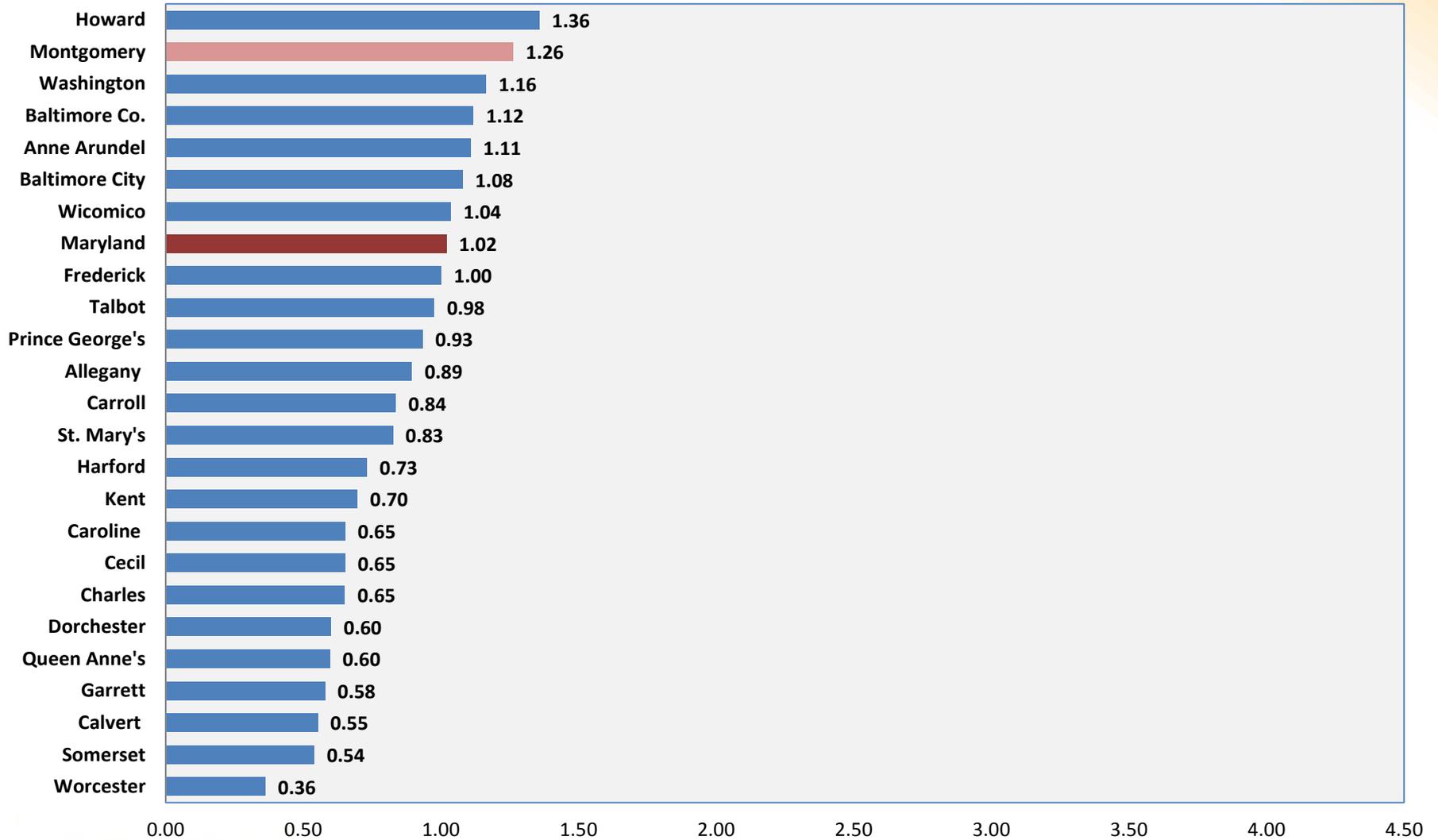
All comparative data to planning areas is inside PFAs unless otherwise noted.



Sustainable — Attainable

Source: 2006-2010 American Community Survey. In and outside of PFA values are calculations based on aggregations of block groups. Points are the estimates, lines are upper and lower bounds of the 90% confidence interval around the estimate.

# 2010 JOBS TO HOUSING UNIT RATIO BY JURISDICTION



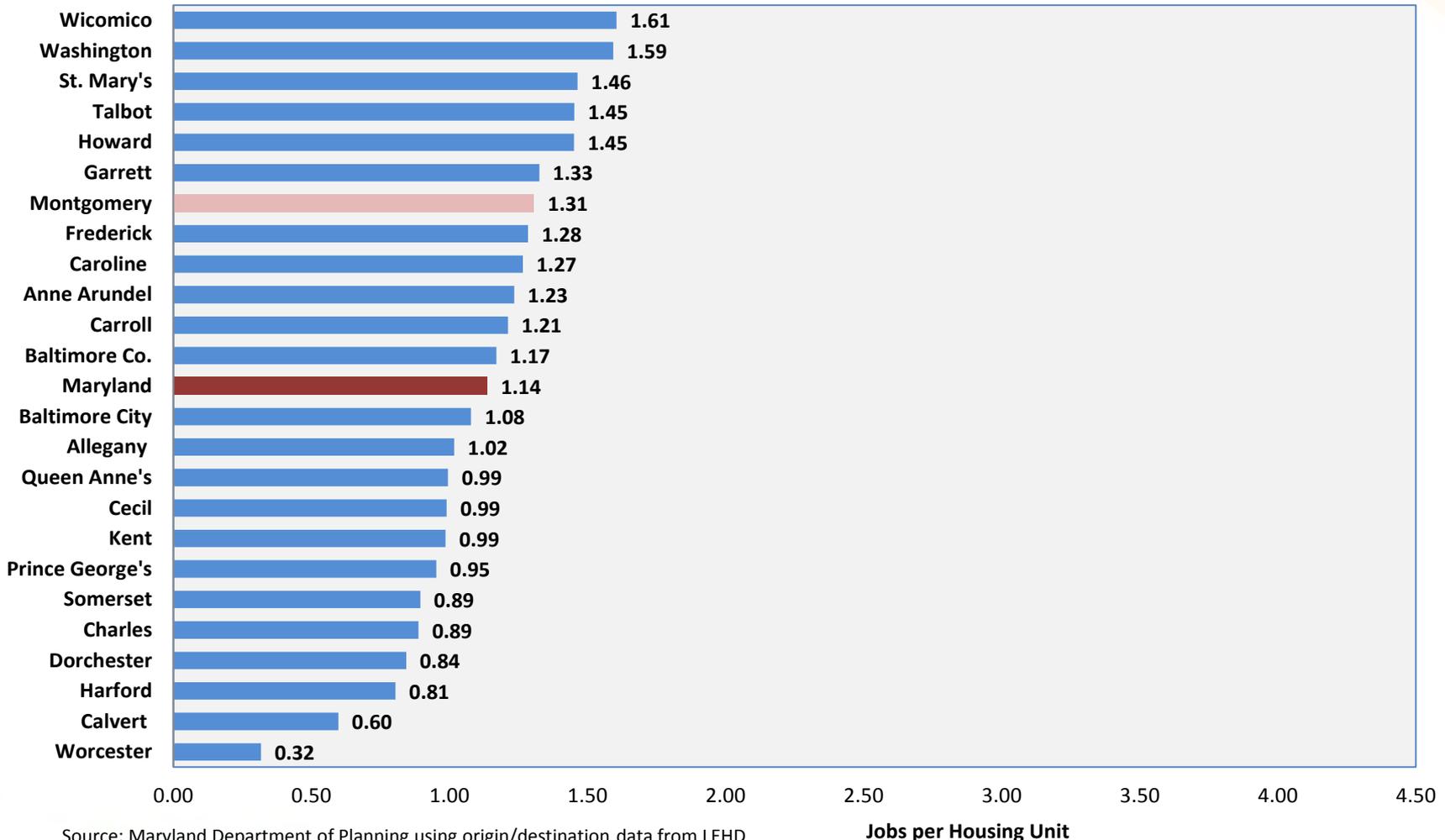
Source: Maryland Department of Planning using origin/destination data from LEHD

Jobs per Housing Unit



Sustainable — Attainable

# 2010 JOBS TO HOUSING UNIT RATIO INSIDE PFAs BY JURISDICTION

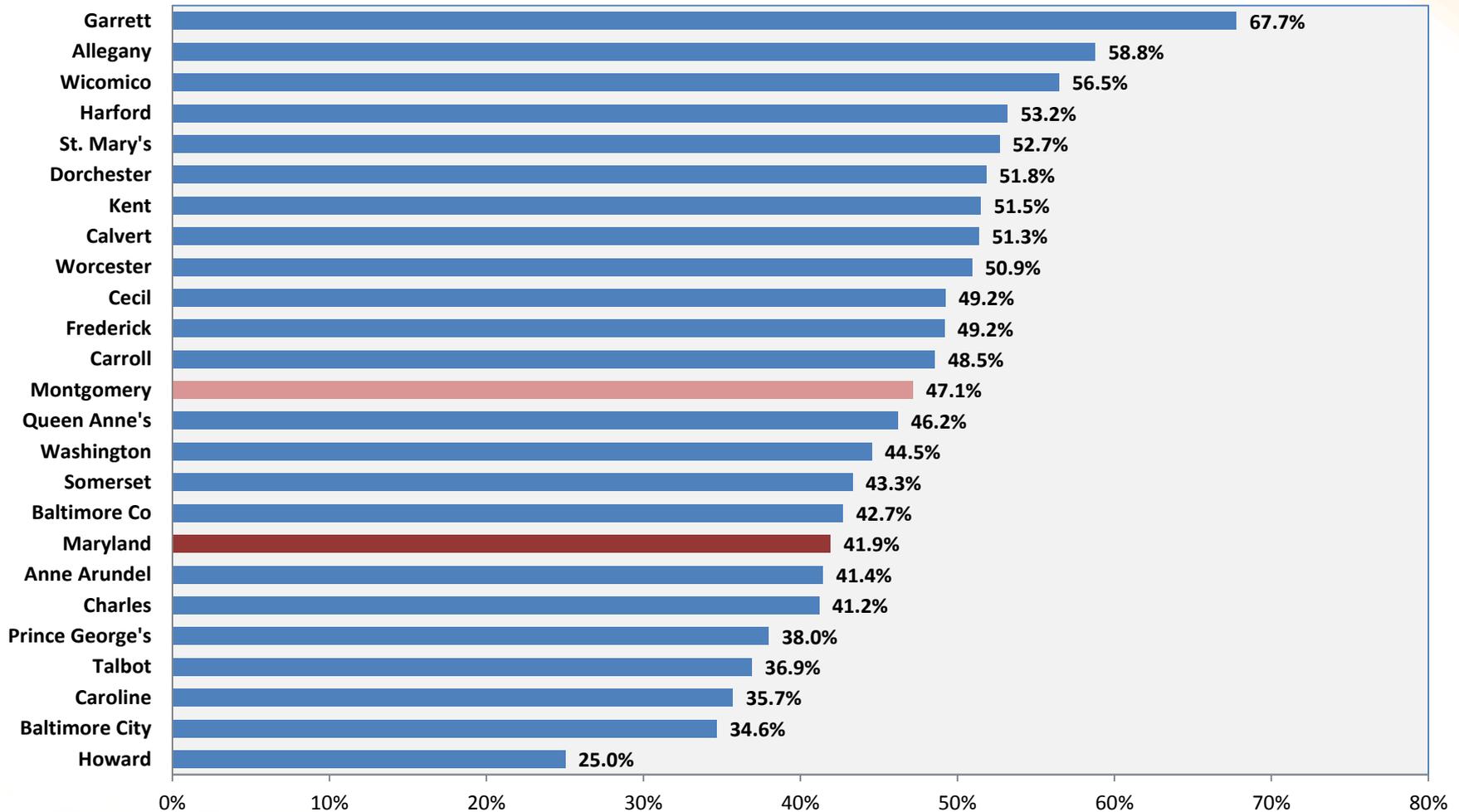


Source: Maryland Department of Planning using origin/destination data from LEHD



Sustainable — Attainable

# 2010 PERCENT OF JURISDICTION JOBS IN PFA HELD BY WORKERS LIVING IN THE PFA



Source: Maryland Department of Planning using LEHD data.



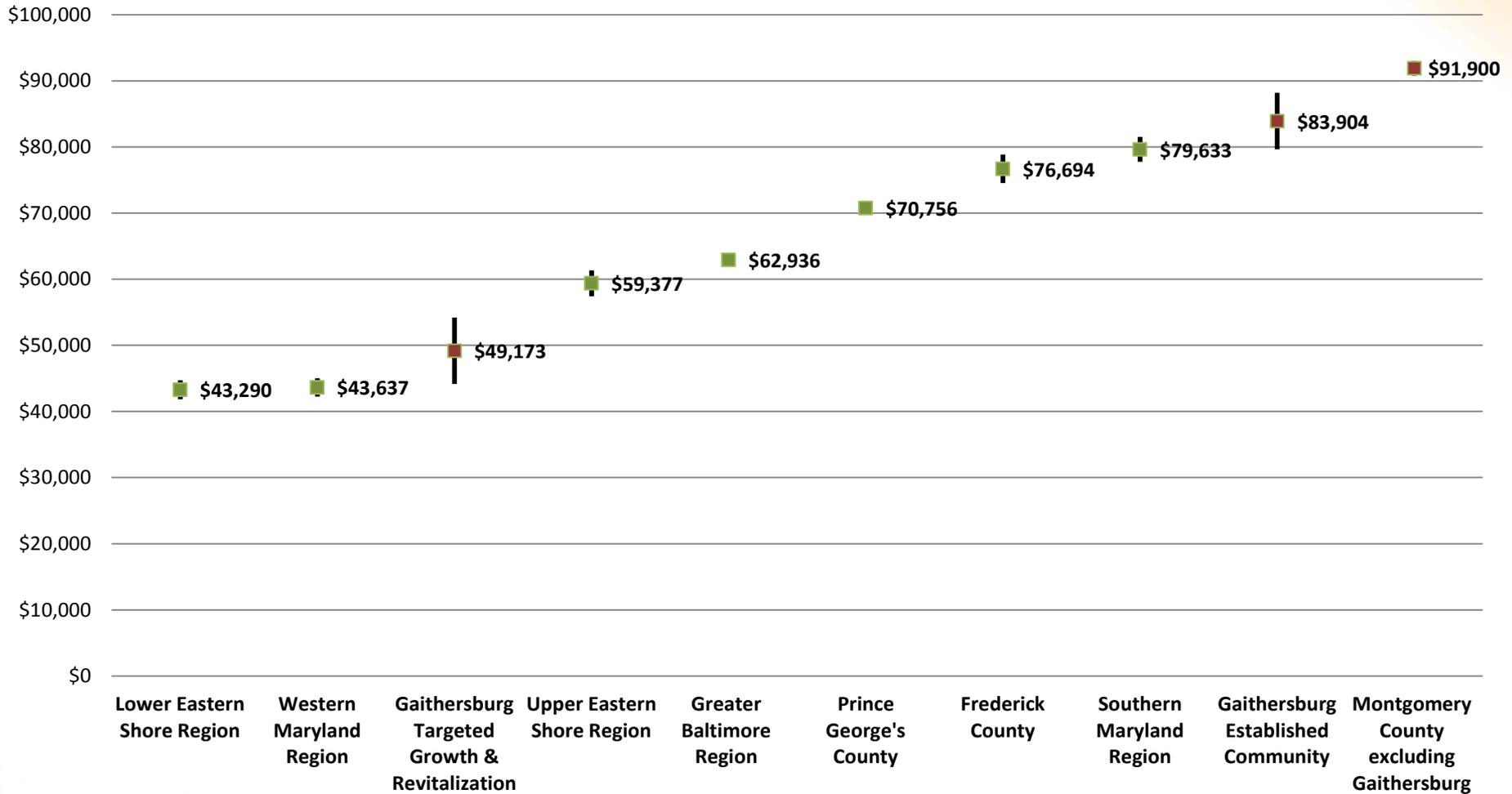
# ECONOMIC/ SOCIAL OBJECTIVES



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# MEDIAN HOUSEHOLD INCOME IN PFAs \*

## CITY OF GAITHERSBURG



All comparative data to planning areas is inside PFAs unless otherwise noted.

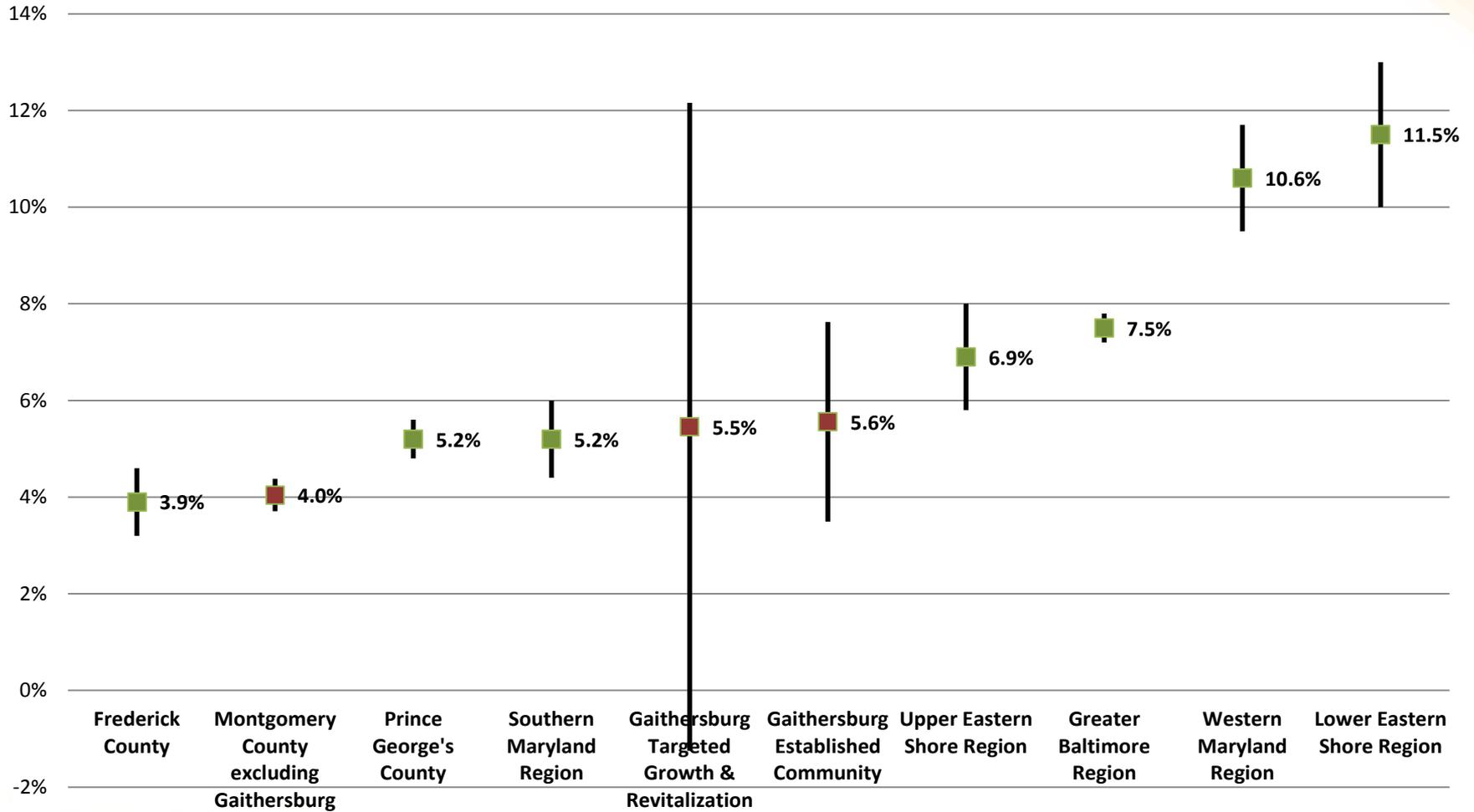


Sustainable — Attainable

\*Source: 2006-2010 ACS. In and outside PFA values are calculations based on aggregations of block groups. Points are the estimates, lines are upper and lower bounds of the 90% confidence interval around the estimate.

# FAMILY POVERTY RATES IN PFAs\*

## CITY OF GAITHERSBURG



All comparative data to planning areas is inside PFAs unless otherwise noted.

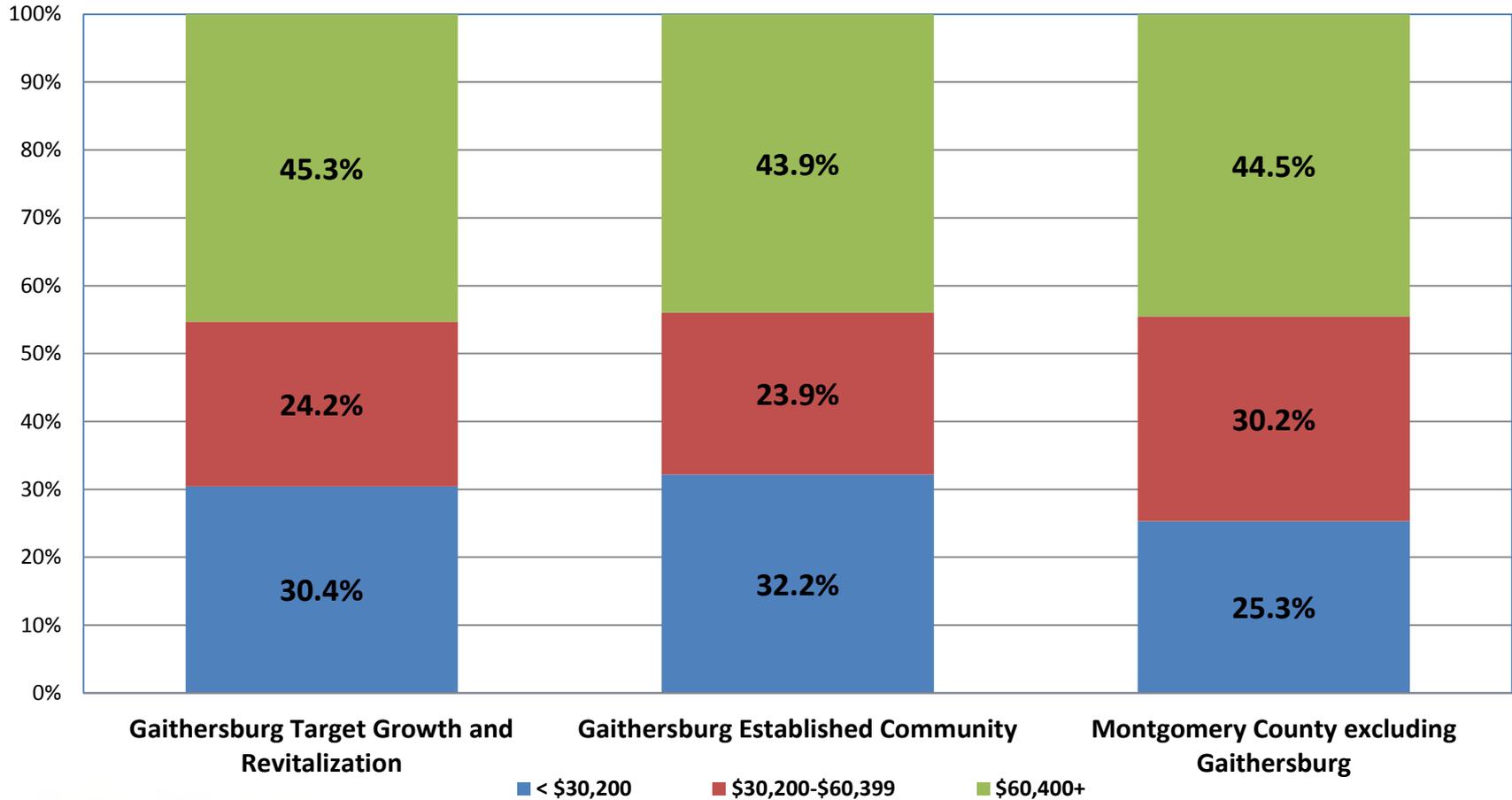


Sustainable — Attainable

\* Source: 2006-2010 ACS. Points are the estimates, lines are upper and lower bounds of the 90% confidence interval around the estimate.

# PERCENT DISTRIBUTION OF JOBS BY WAGE CLASS (2011)

## CITY OF GAITHERSBURG



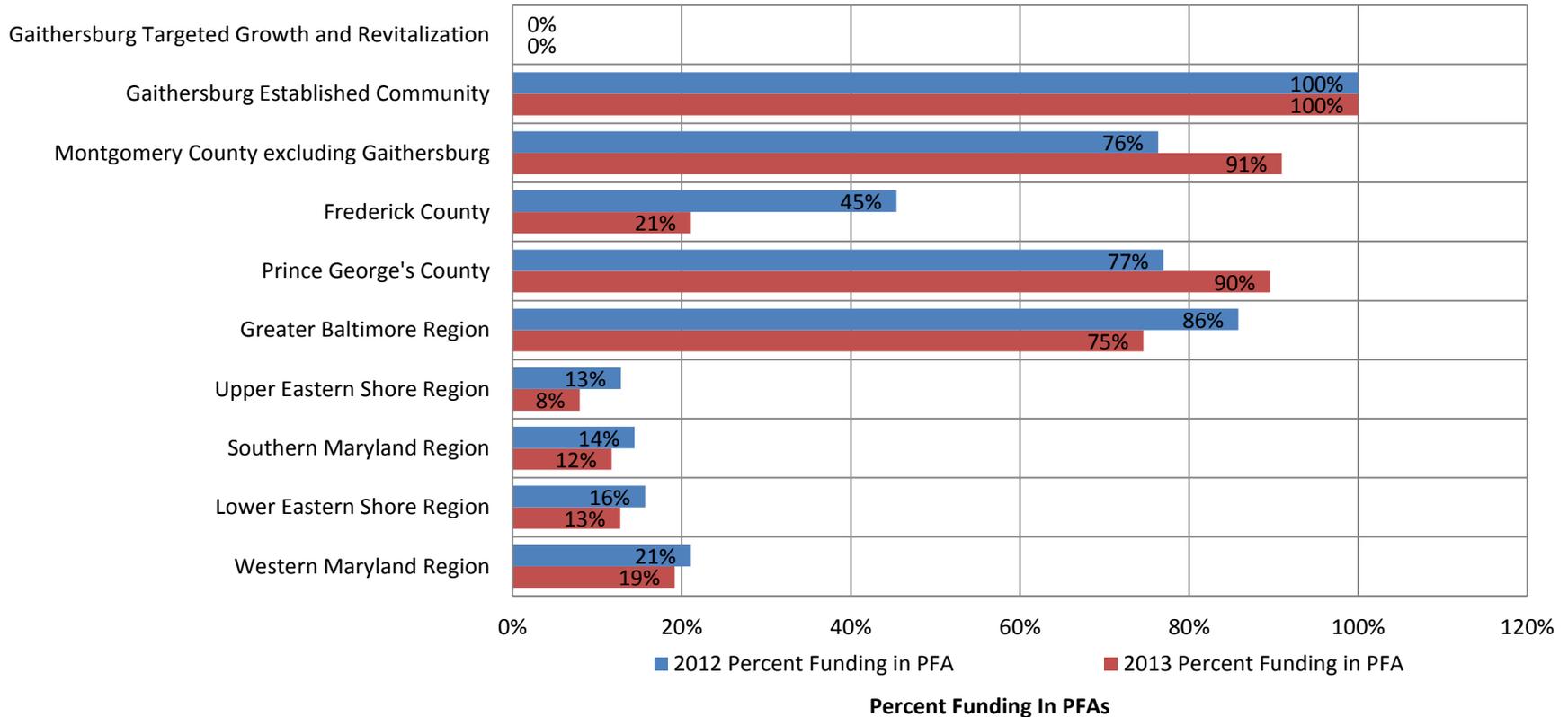
All comparative data to planning areas is inside PFAs unless otherwise noted.



Sustainable Attainable

# 2012 AND 2013 FUNDED STATE CAPITAL PROJECTS\*

## CITY OF GAITHERSBURG



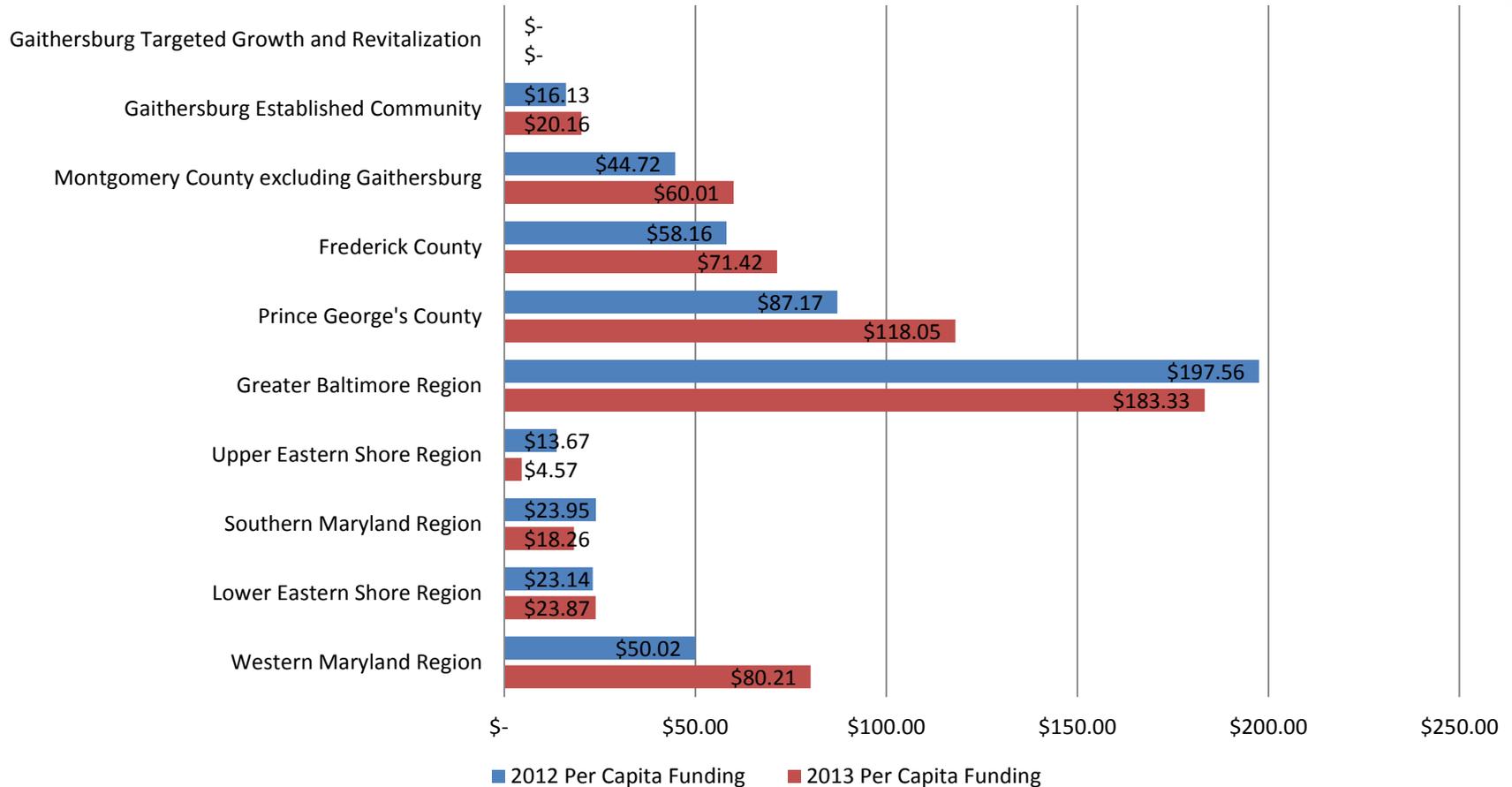
All comparative data to planning areas is inside PFAs unless otherwise noted.

\*Capital Projects may not include all funded projects, such as transportation projects. Percent funding is in PFAs only and is a percentage of the county total (both in and outside of the PFA) with the exception of the Gaithersburg planning areas which is a percentage of what Gaithersburg received. Gaithersburg is entirely in a PFA.

\*\*Unlocated projects did not contain enough information to be able to place them at a specific location but did contain enough information to place them in the County. Those projects are not included in the county totals.



# 2012 AND 2013 CAPITAL EXPENDITURES PER RESIDENT\* CITY OF GAITHERSBURG



All comparative data to planning areas is inside PFAs unless otherwise noted.

\*Capital Projects may not include all funded projects, such as transportation projects. Population is based on 2007-2011 American Community Survey population estimates.



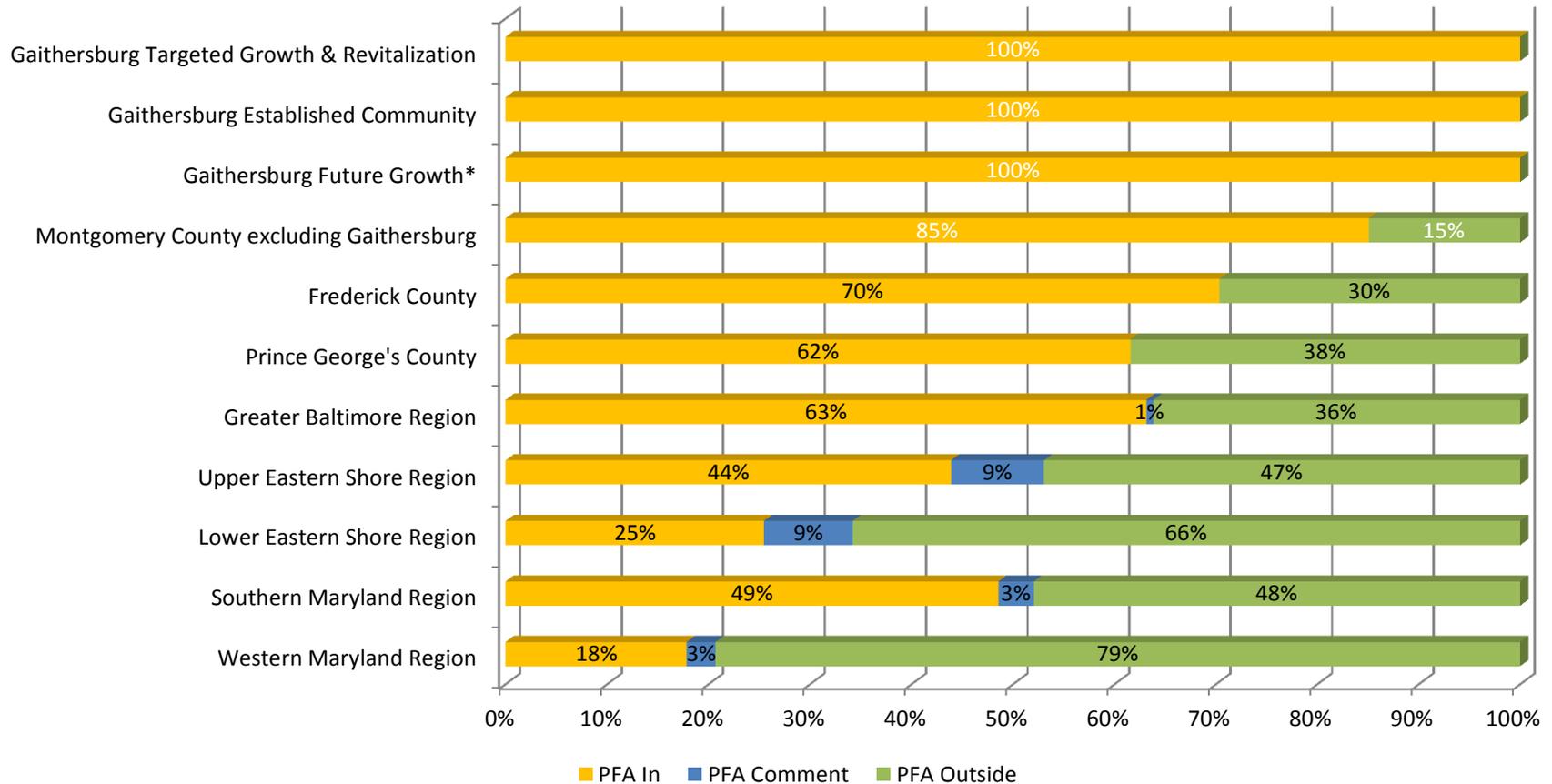
# LAND USE/ COMMUNITY OBJECTIVES



Sustainable \_\_\_\_ Attainable

# NEW RESIDENTIAL GROWTH CAPACITY IN PFAs

## CITY OF GAITHERSBURG



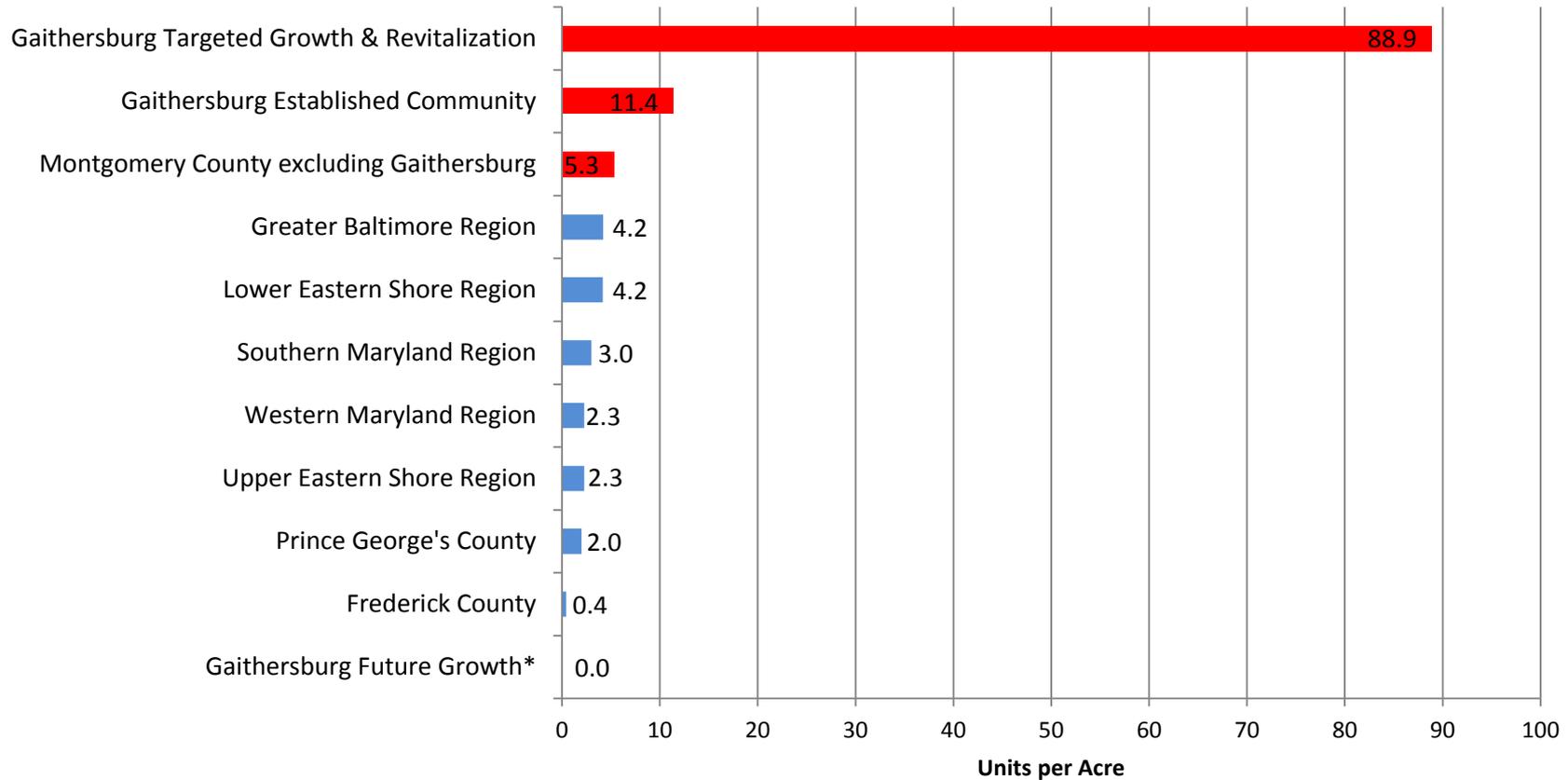
Total Residential Capacity in Gaithersburg: 10,016

\* Future growth area capacity is based on existing zoning and does not reflect intended zoning at time of development.

All comparative data to planning areas is inside PFAs unless otherwise noted.



# EXISTING RESIDENTIAL DENSITY IN PFAS CITY OF GAITHERSBURG



All comparative data to planning areas is inside PFAs unless otherwise noted.

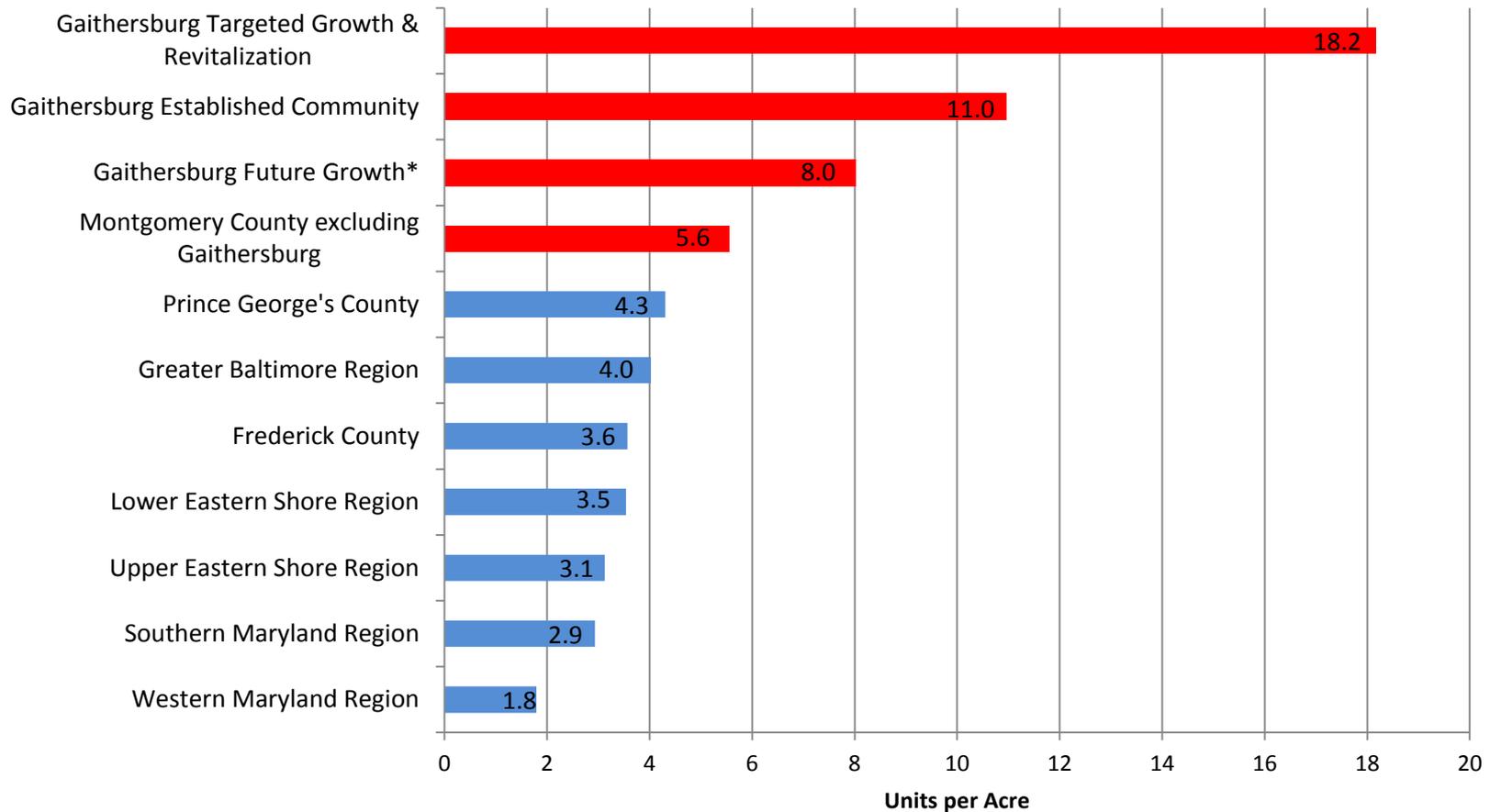
\* Future growth area capacity is based on existing zoning and does not reflect intended zoning at time of development.



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# BUILD-OUT RESIDENTIAL DENSITY IN PFAS

## CITY OF GAITHERSBURG



\* Build-out Density is based on current zoning, future zoning densities may be higher than represented  
 All comparative data to planning areas is inside PFAs unless otherwise noted.

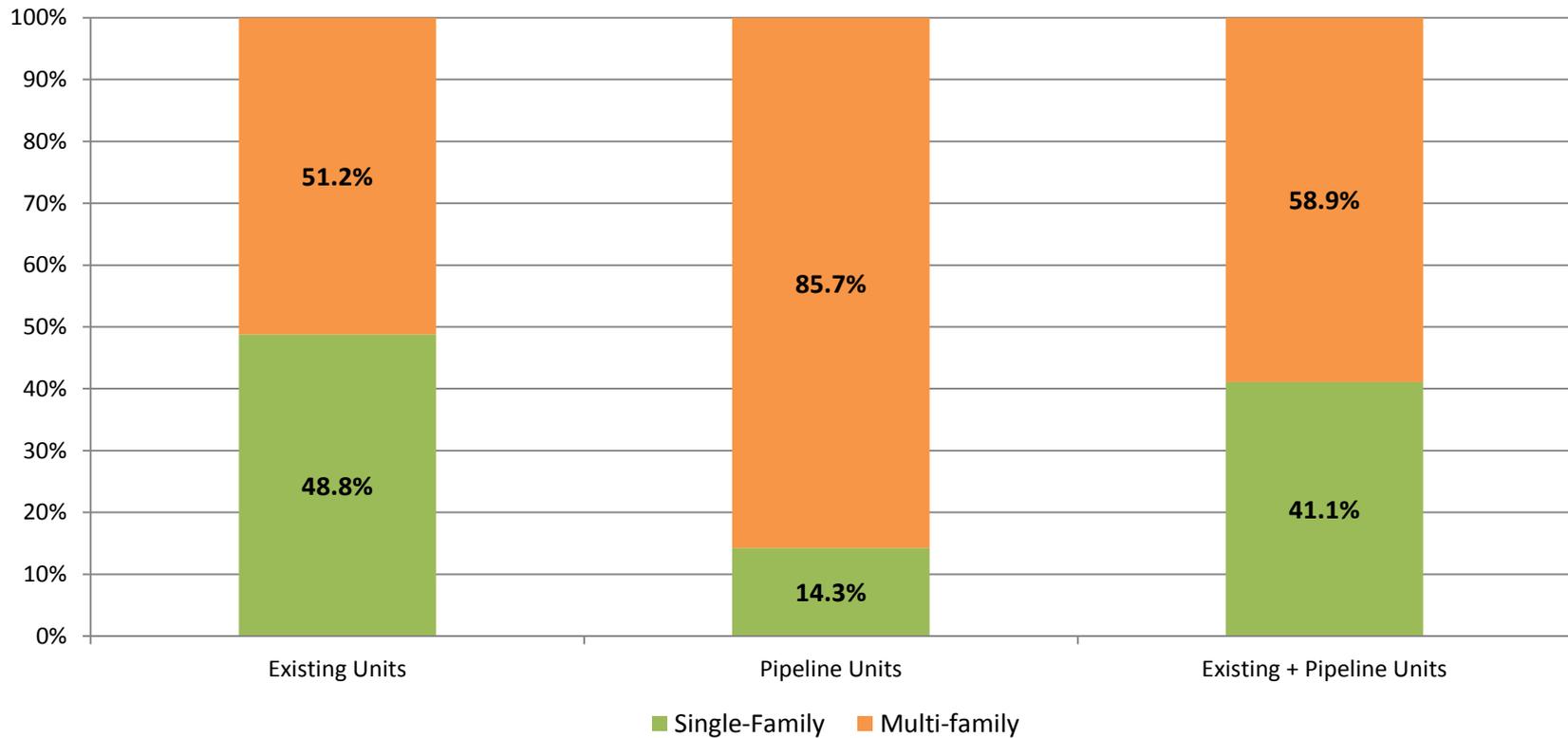


Source: MdProperty View 2009 Edition

Sustainable — Attainable

# EXISTING & PIPELINE HOUSING UNITS BY TYPE

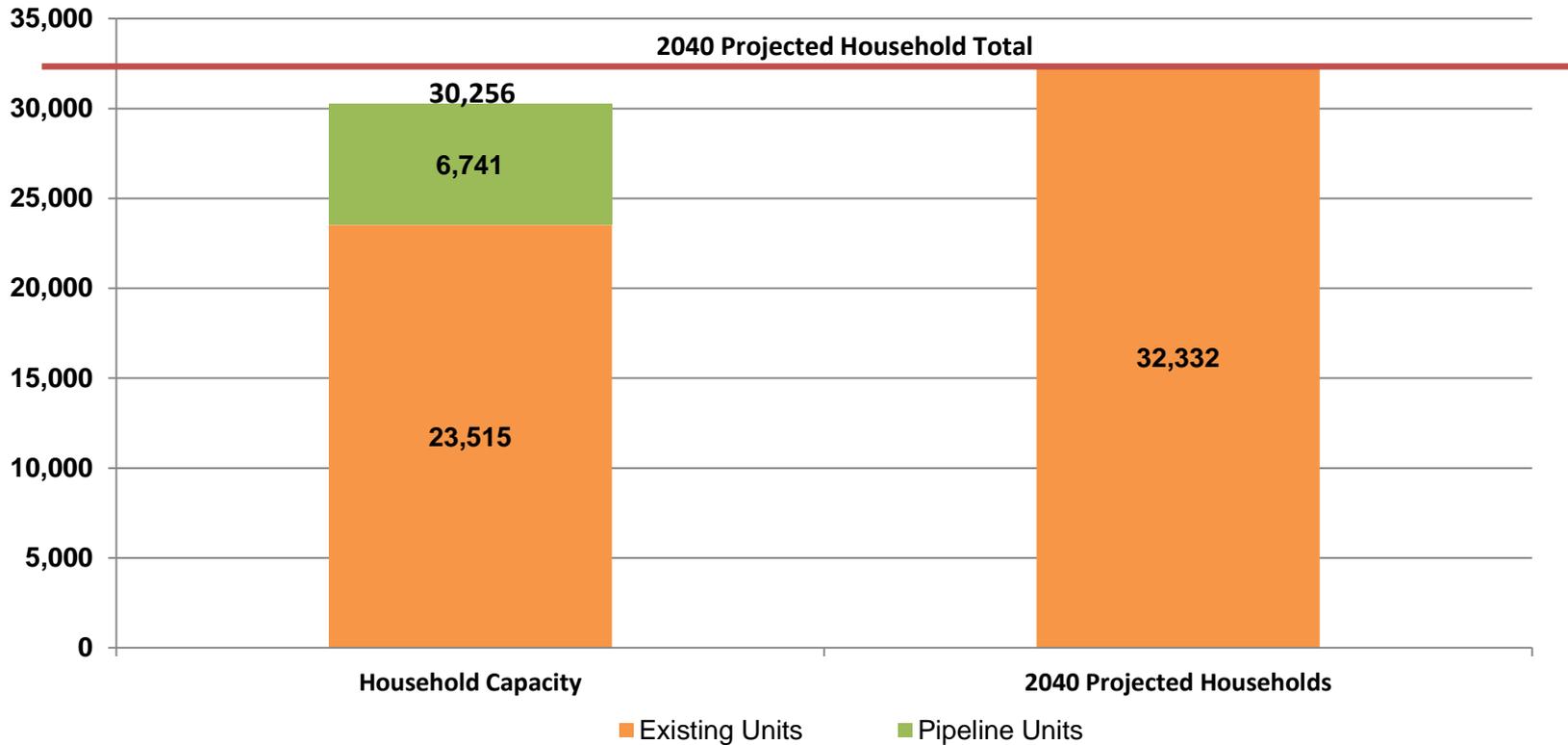
## CITY OF GAITHERSBURG



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# EXISTING AND FUTURE HOUSEHOLD CAPACITY

## CITY OF GAITHERSBURG

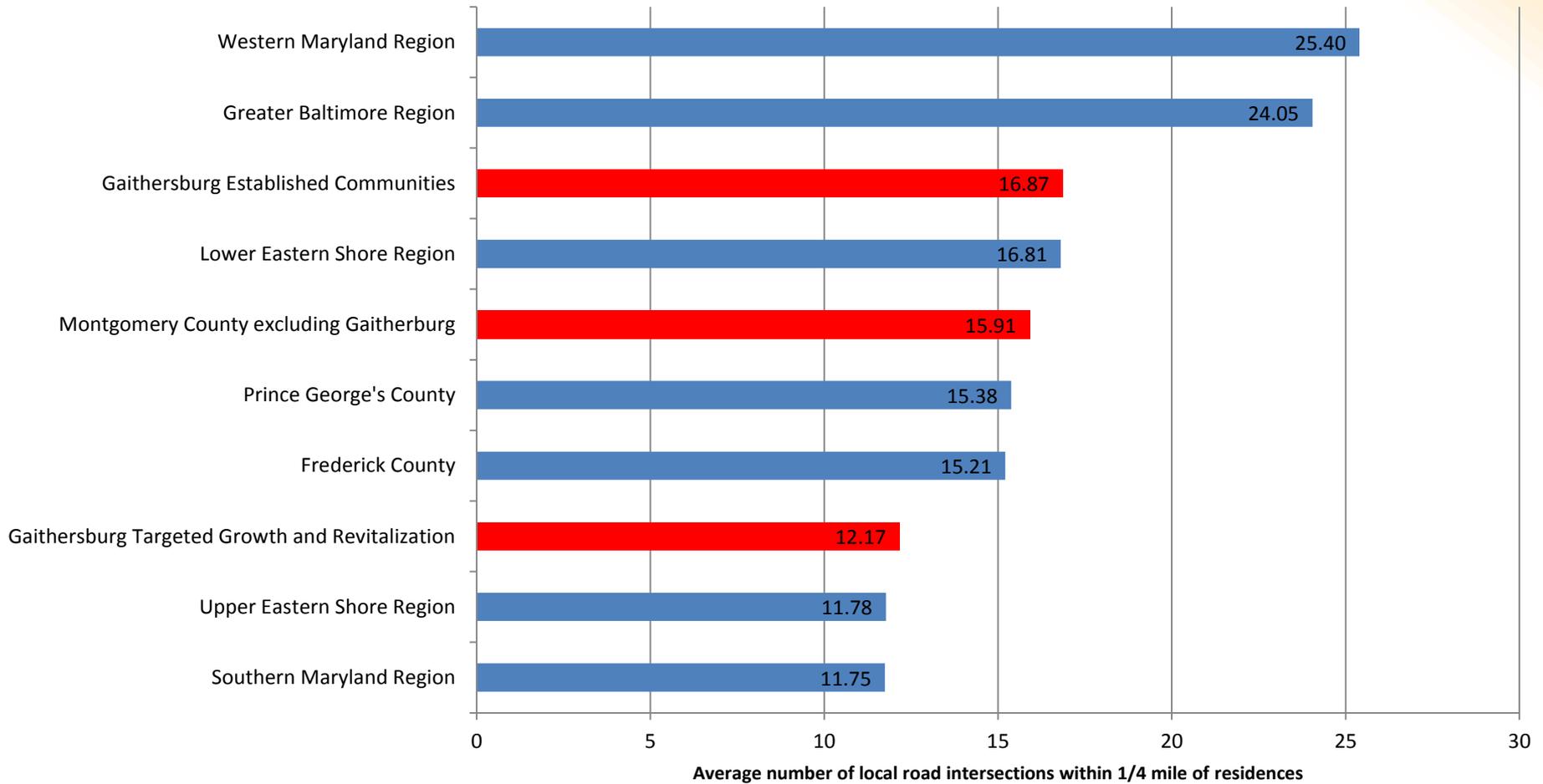


Sustainable — Attainable

Source: Gaithersburg PlanMaryland Application: Existing and Approved Housing Units by Planning Area  
2040 Projected Households from MWCOG Round 8.2 forecasts.

# LOCAL ROAD NETWORK ACCESSIBILITY\* IN PFAs

## CITY OF GAITHERSBURG



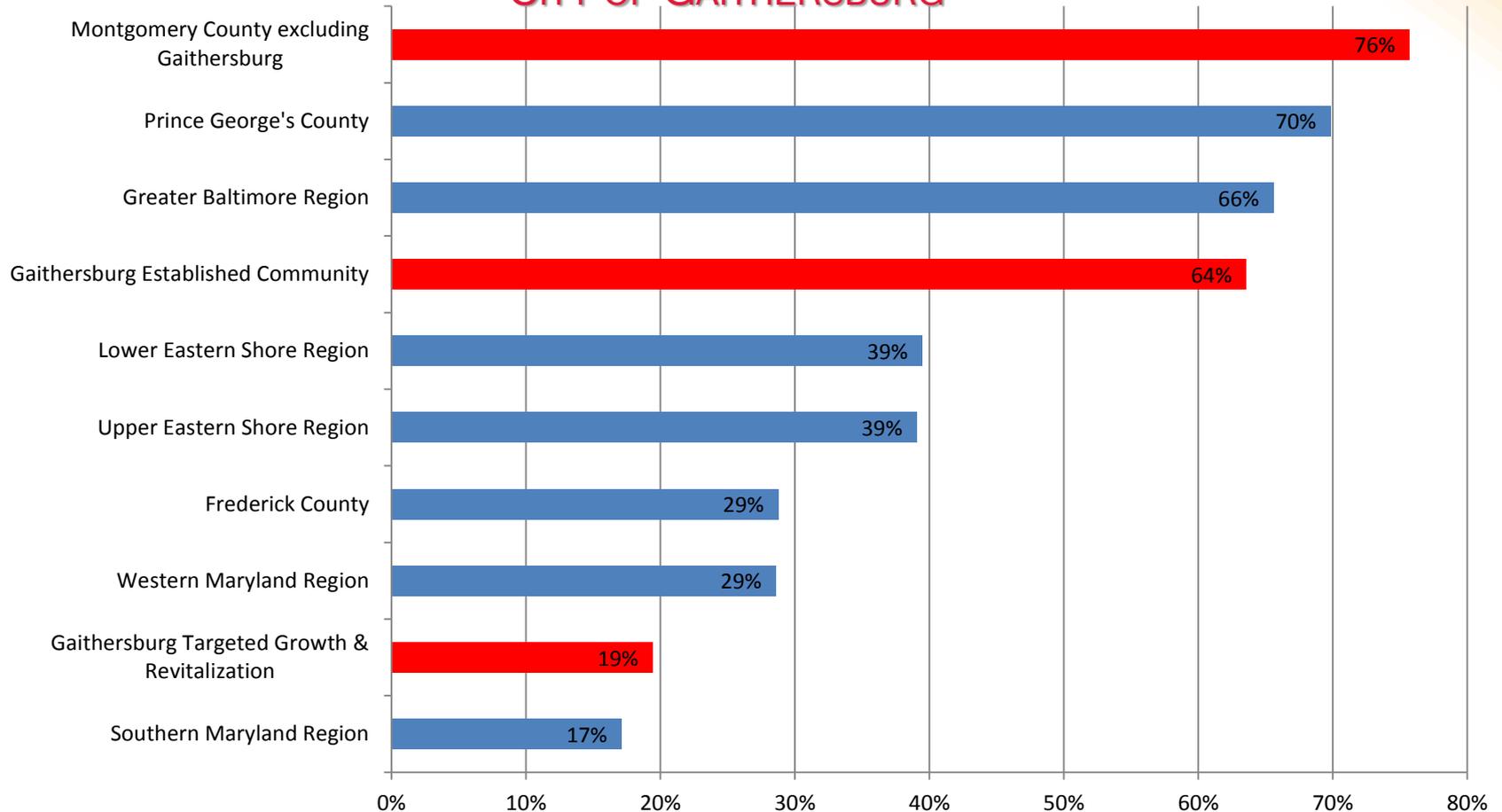
All comparative data to planning areas is inside PFAs unless otherwise noted.

\*Local road access is used as a proxy for walkability in conjunction with access to recreation opportunities, commercial activity, and land use diversity.



# RESIDENTIAL ACCESS TO RECREATION OPPORTUNITIES IN PFAs\*

## CITY OF GAITHERSBURG

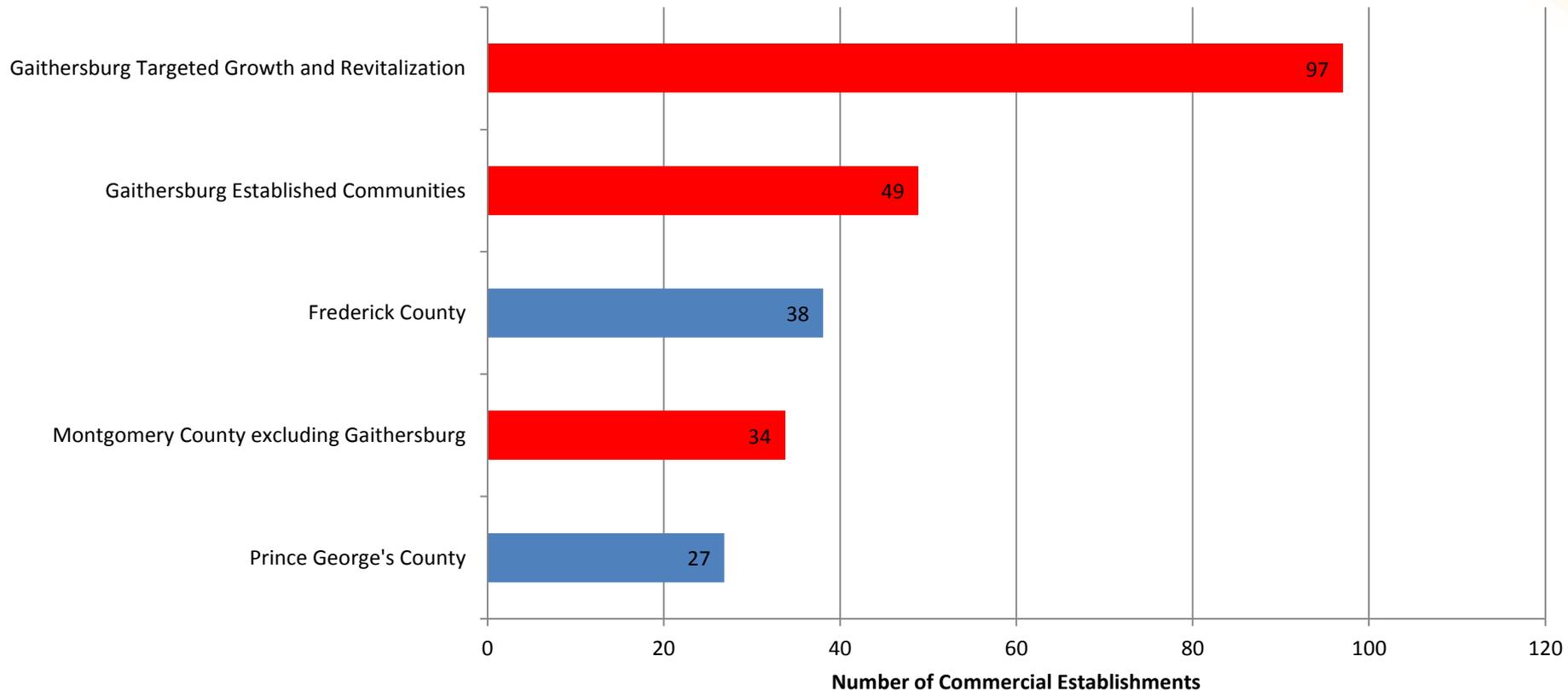


\*Percent of residential parcels within a ¼ mile of trails or recreation facilities. This is being used as a proxy for walkability in conjunction with local road network accessibility, commercial activity, and land use diversity. All comparative data to planning areas is inside PFAs unless otherwise noted.



Sustainable — Attainable

# AVERAGE ACTIVITY DIVERSITY, COMMERCIAL ESTABLISHMENTS AROUND RESIDENTIAL PARCELS IN PFAs\* CITY OF GAITHERSBURG



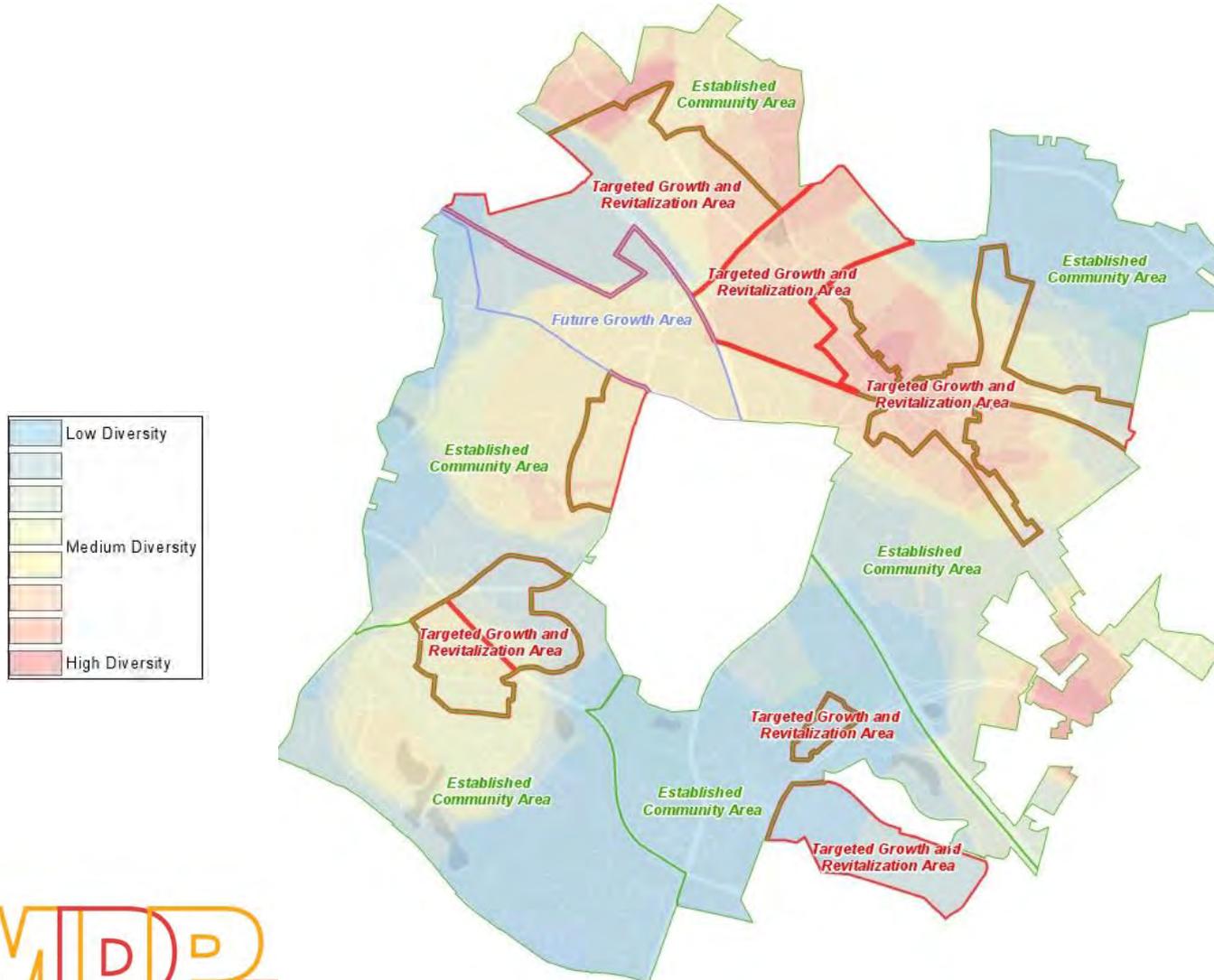
\*Number of commercial establishments within ½ mile of residential parcels. This is being used as a proxy for walkability in conjunction with local road access, access to recreation, and land use diversity.

All comparative data to planning areas is inside PFAs unless otherwise noted



Sustainable — Attainable

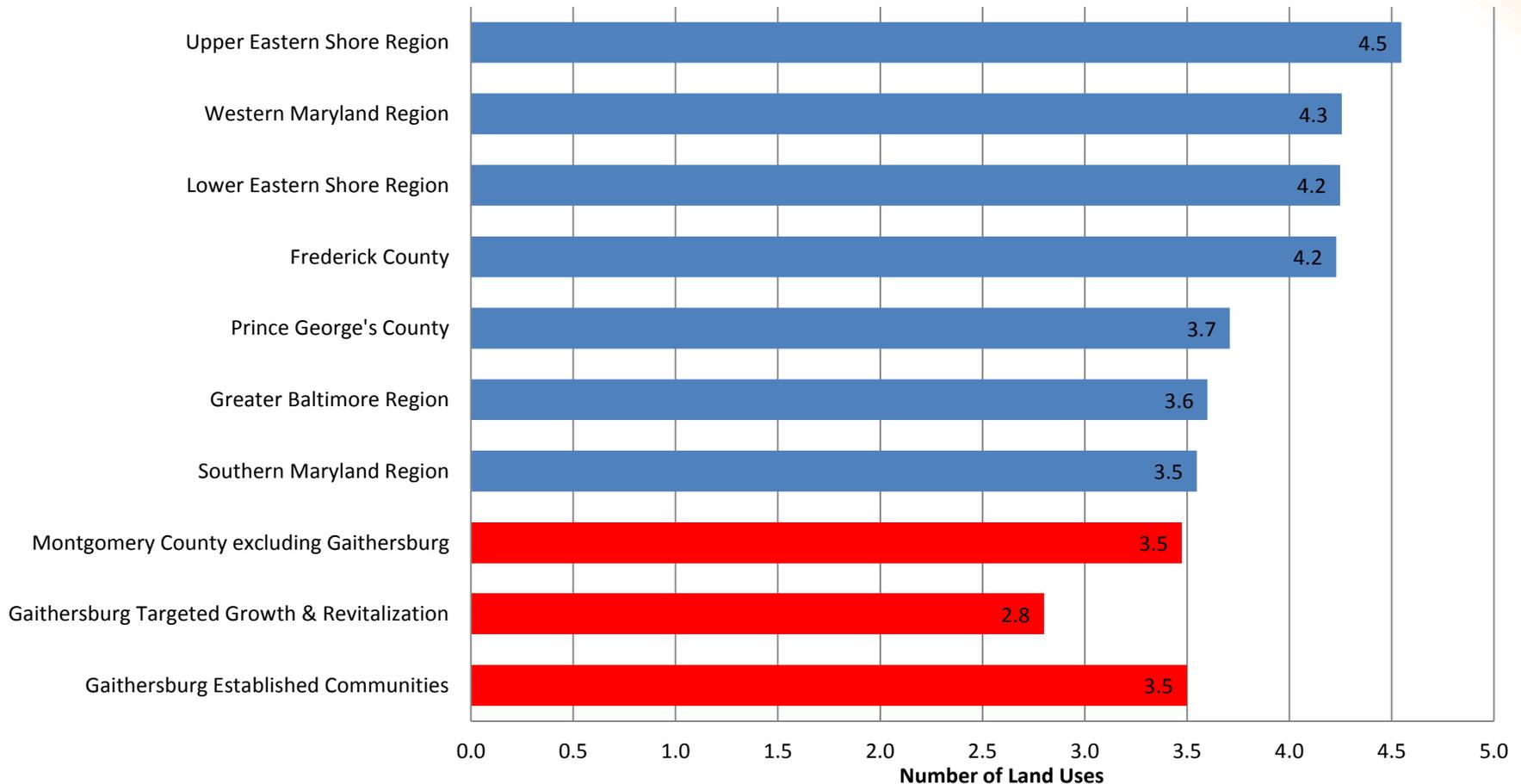
# AVERAGE ACTIVITY DIVERSITY, COMMERCIAL ESTABLISHMENTS AROUND RESIDENTIAL PARCELS CITY OF GAITHERSBURG



Source: MdProperty View 2010 Edition

# AVERAGE LAND USE DIVERSITY IN PFAs\*

## CITY OF GAITHERSBURG



\*Average number of different land uses within ¼ mile of residential parcels. This being used as a proxy for walkability in conjunction with local road access, access to recreation, and commercial activity.

All comparative data to planning areas is inside PFAs unless otherwise noted.



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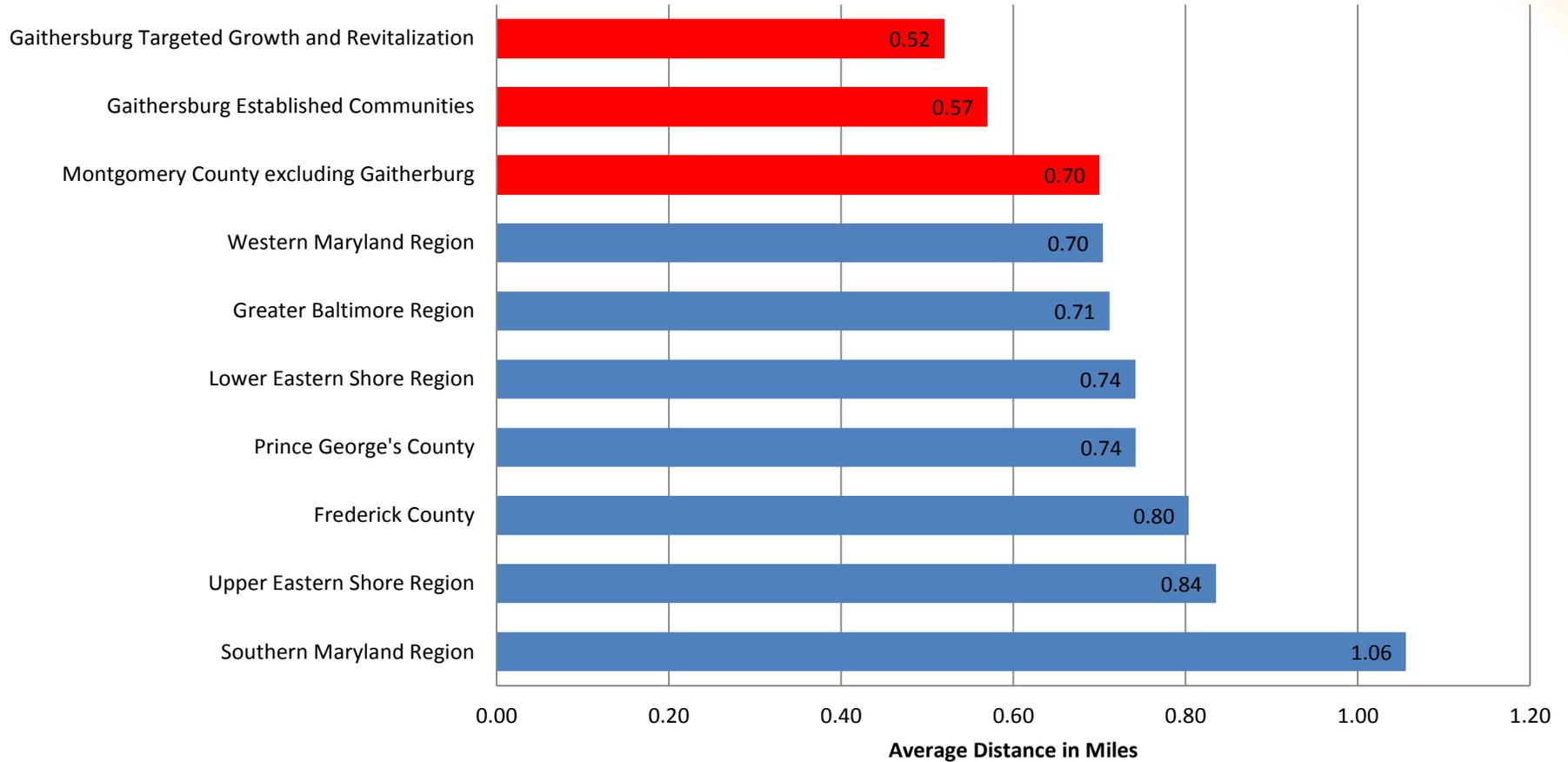
# TRANSPORTATION/ ACCESSIBILITY OBJECTIVES



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# MAJOR ROAD ACCESSIBILITY IN PFAs\*

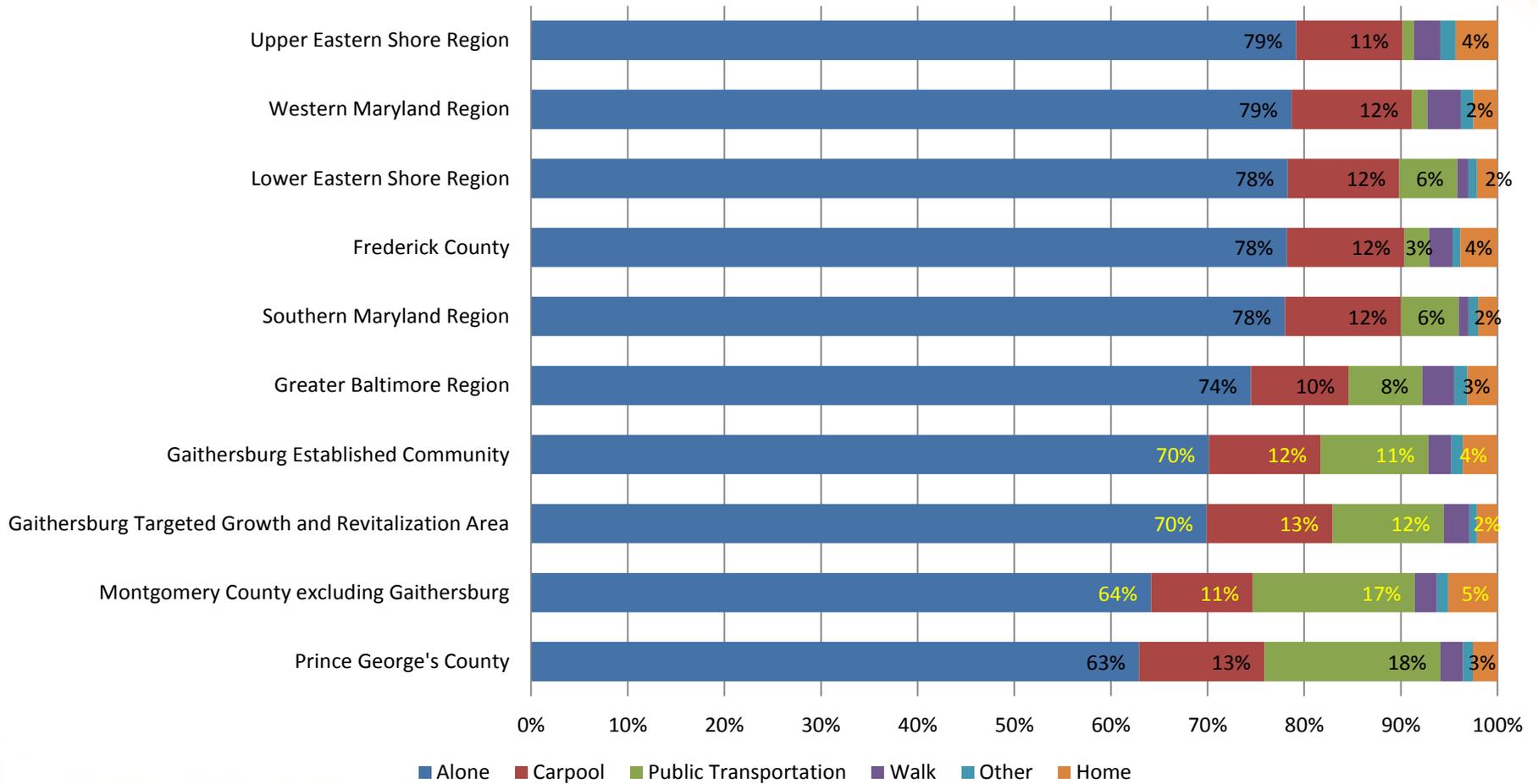
## CITY OF GAITHERSBURG



\*Average distance of residential parcels to major roads. Major Roads are all roads except local roads and community roads. All comparative data to planning areas is inside PFAs unless otherwise noted.



# MEANS OF TRANSPORTATION TO WORK FOR WORKERS 16 AND OLDER CITY OF GAITHERSBURG

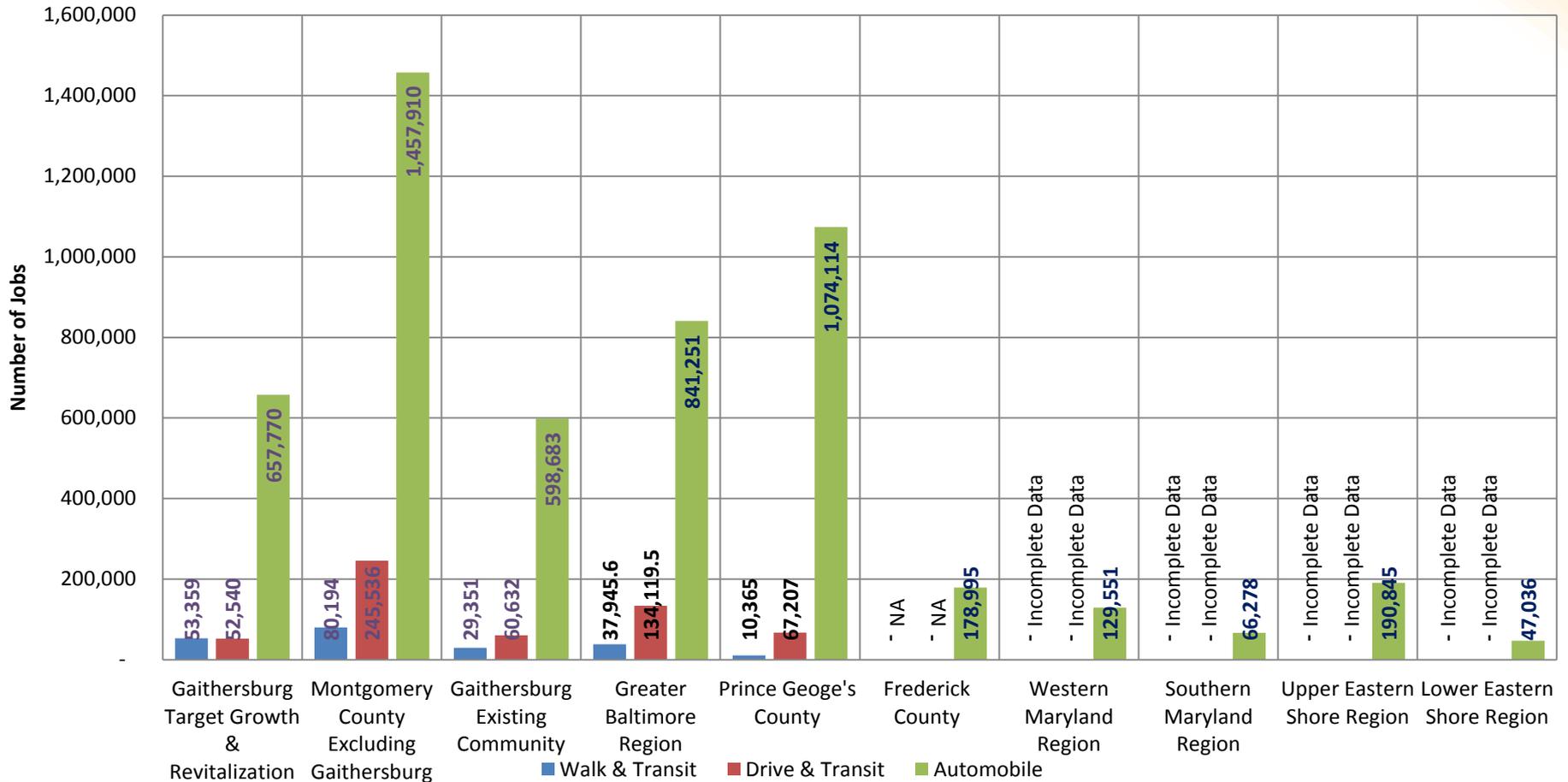


All comparative data to planning areas is inside PFAs unless otherwise noted.



Sustainable — Attainable

# AVERAGE JOB ACCESSIBILITY WITHIN 45 MINUTES IN PFAs\* CITY OF GAITHERSBURG

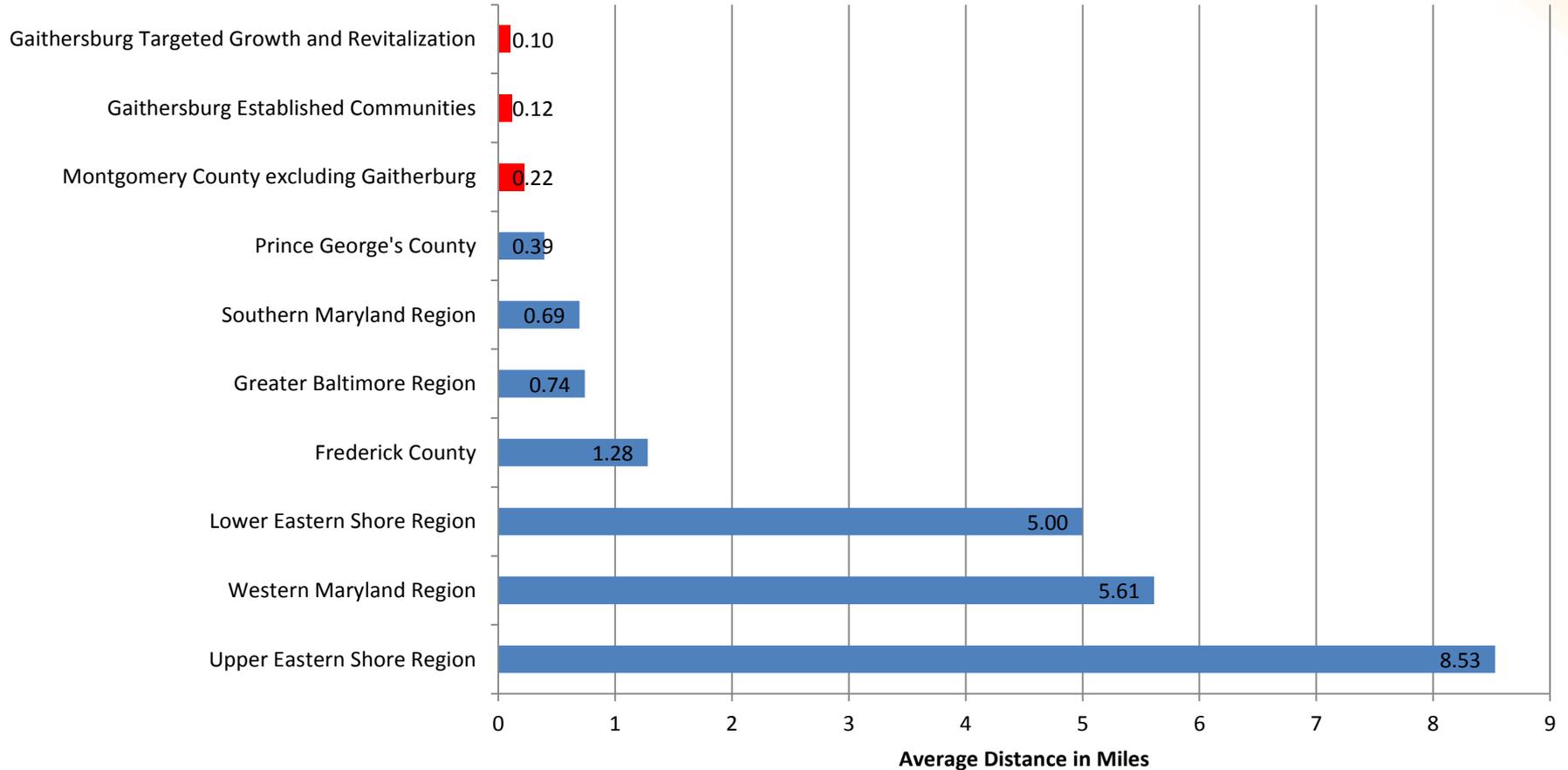


\*Recent transit data is not available for areas outside of metro areas.  
All comparative data to planning areas is inside PFAs unless otherwise noted.



# AVERAGE RESIDENTIAL ACCESS TO TRANSIT\*

## CITY OF GAITHERSBURG



\*Average miles from residential parcels to transit stops or routes. Recent transit data for areas outside of the metro regions is not available at this time.

All comparative data to planning areas is inside PFAs unless otherwise noted.

