

White Oak Science Gateway MP

Purpose

- Leverage FDA and the FRC to promote **mixed-use development** at existing commercial centers.
- Provide more **employment opportunities** in the Eastern County.
- Implement the County's vision to create a **Life Sciences Center**



Hillandale Center Recommendations

Master Plan

Former NLC Property

Ensure redevelopment is compatible with surrounding neighborhood

Preserve existing tree buffers

Explore appropriate housing types next to existing neighborhoods

Other Commercial Properties

Leverage the recommended BRT stop to promote mixed-use redevelopment on surrounding commercial properties.



Hillandale Center Recommendations

Design Guidance

- Three areas with distinct potential.
- Focus on improving New Hampshire Avenue with new development to create a mixed-use neighborhood center.
- Priority to integrate local landmarks and creating activated public use space.

Blocks 1, 2, 3 New Hampshire Avenue West

- Create an active pedestrian environment along New Hampshire Avenue.
- Concentrate development intensity away from existing residential areas – consider incorporating existing tree stands into buffer zones between existing residential and new development.
- Develop larger properties to create pedestrian environments that include short blocks, internal streets, and networked open spaces for public use.
- Incorporate neighborhood landmark structures (Kirkland Conference Center, Xaverian Chapel) with new development.

Blocks 4, 5 New Hampshire Avenue North

- Encourage assembly of smaller commercial properties to create an active pedestrian environment along New Hampshire Avenue.

Blocks 6, 7, 8 New Hampshire Avenue East

- Create an active pedestrian environment along New Hampshire Avenue.
- Concentrate development intensity away from existing residential areas.
- Development should be compact and mixed-use, with walkable internal streets (see design goals 1 and 2).
- Should redevelopment occur along Elton Road, overall scale and streetscape improvements should transition to existing residential scale to the east.
- Building fronts along edges should be between two and five stories.
- Shopping Center redevelopment should include a space for public gatherings .

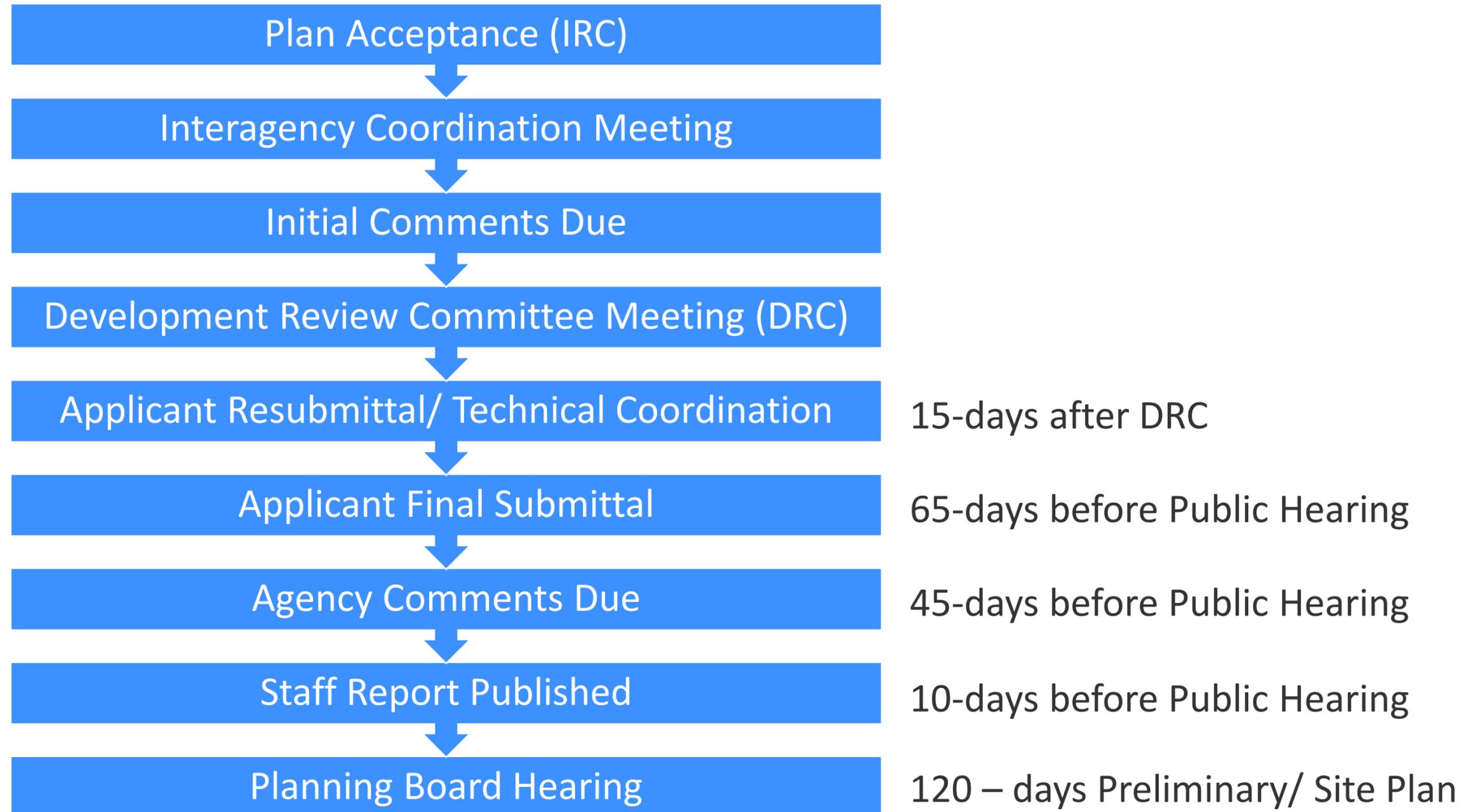


Port Moody, Vancouver, BC
Mixed-use development that uses different materials and building articulation to reduce visual scale.

Development Approval Process



Regulatory Process – 120 Days



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JULY 2014
White Oak Science Gateway Master Plan
APPROVED AND ADOPTED



MCDOT

Montgomery County Department of Transportation

White Oak Local Area Transportation Improvement Program (LATIP)

25 April 2024

Agenda

- 1) What is LATIP?
- 2) What is its intent?
- 3) How was this derived?
- 4) What is changing?
- 5) What is the process?



Important slide

1) What is LATIP?

2) What is its intent?

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What is LATIP?

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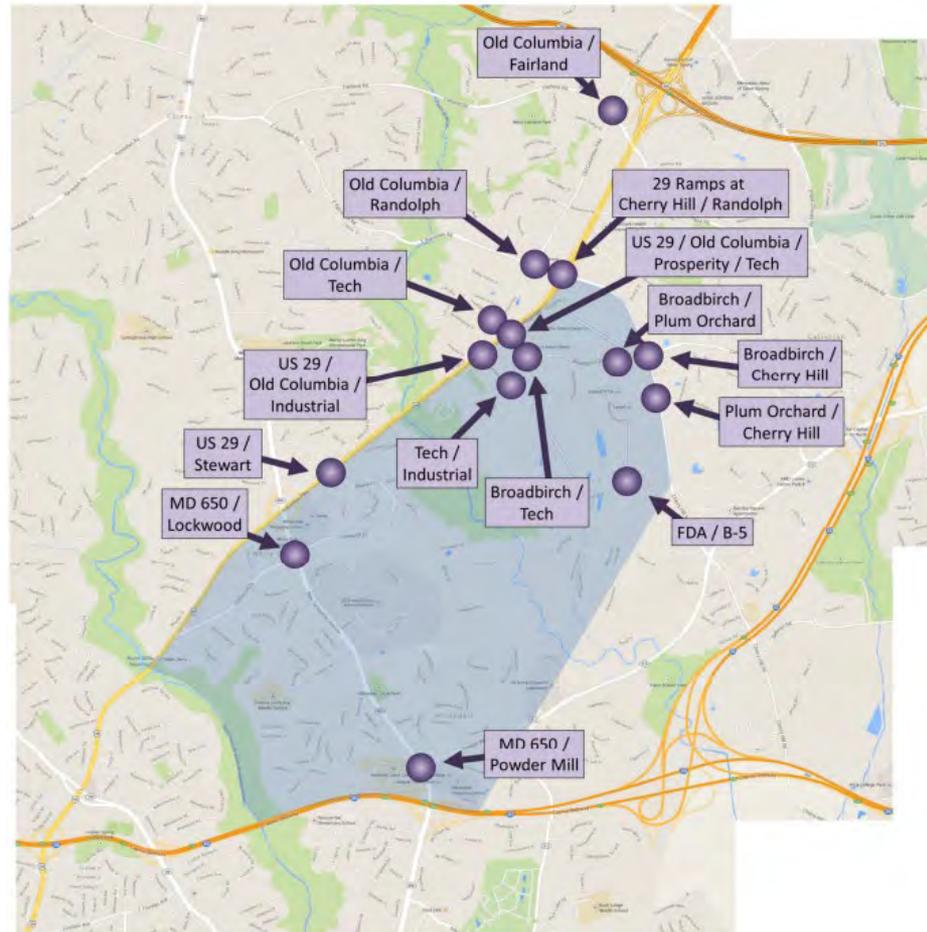
INTERSECTIONS (purple) ¹⁷		
• US 29 at Stewart Lane		\$3,300,000
• US 29 at Industrial Pkwy		\$4,400,000
• US 29 at Tech Road		\$3,300,000
• US 29 at Randolph Rd / Cherry Hill Rd		\$2,000,000
• Tech Rd at Prosperity Dr / Old Columbia Pike		\$2,300,000
• Tech Rd at Industrial Pkwy		\$4,400,000
• Broadbirch Dr at Tech Rd		\$1,700,000
• Broadbirch Dr at Cherry Hill Rd & Plum Orchard Dr		\$3,600,000
• MD 650 at Powder Mill Rd		\$5,000,000
• MD 650 at Lockwood Dr		\$1,400,000
	Subtotal	\$31,400,000
TRANSIT (blue) ¹⁸		
• White Oak Circulator		\$2,400,000
• New Ride-On Service		\$8,400,000
• Increased Ride-On Service		\$3,800,000
• Hillandale Transit Center		\$500,000
• Bus Stop Improvements		\$100,000
• Bikeshare		\$4,600,000
	Subtotal	\$19,800,000
BIKEWAYS (green) ¹⁸		
• M-10 US 29 (Columbia Pike)		\$2,800,000
• M-12 MD 650 (New Hampshire Ave)		\$6,600,000
• A-94 Powder Mill Rd		\$3,400,000
• A-105 Old Columbia Pike		\$5,000,000
• A-106 Industrial Pkwy		\$8,400,000
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• A-108 Prosperity Dr		\$3,600,000
• A-286 Lockwood Dr		\$5,700,000
	Subtotal	\$38,200,000
Old Columbia Pike Bridge Reconstruction		\$12,000,000
LATIP Analyses every 6 yrs, from 2017 to 2040		\$400,000
Total Amount		\$101,800,000

What is LATIP?

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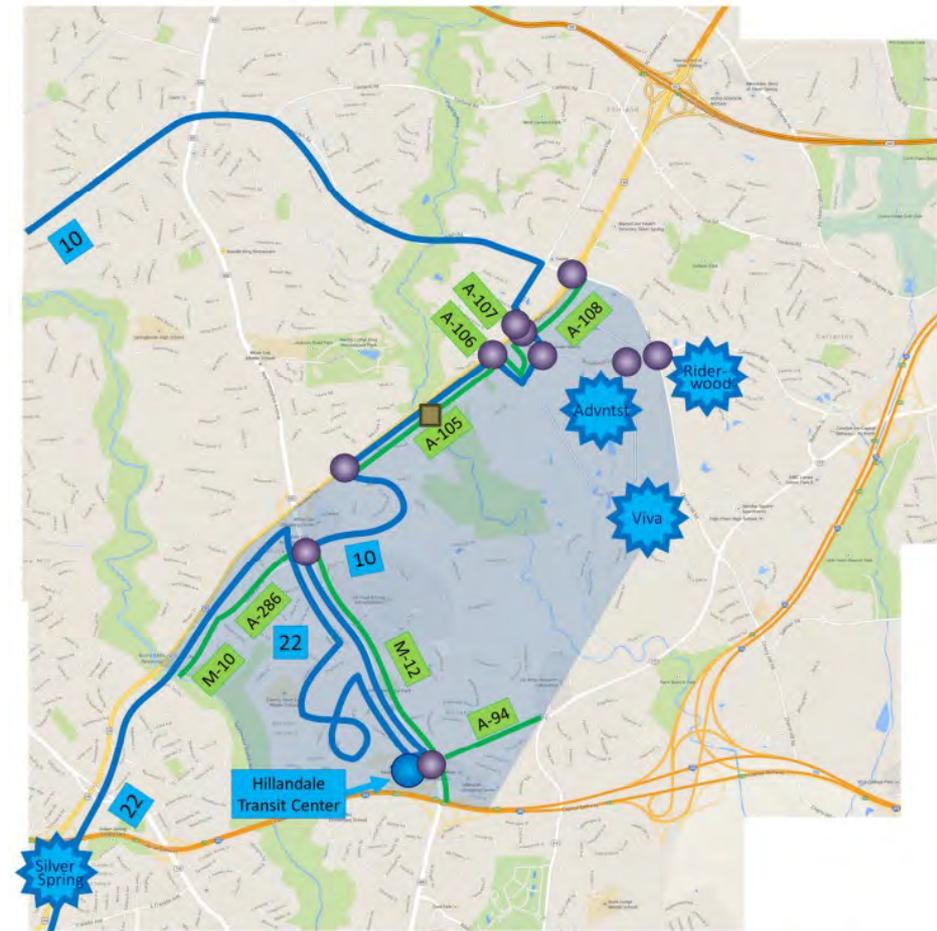


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- Council added bikeways & transit into the program.



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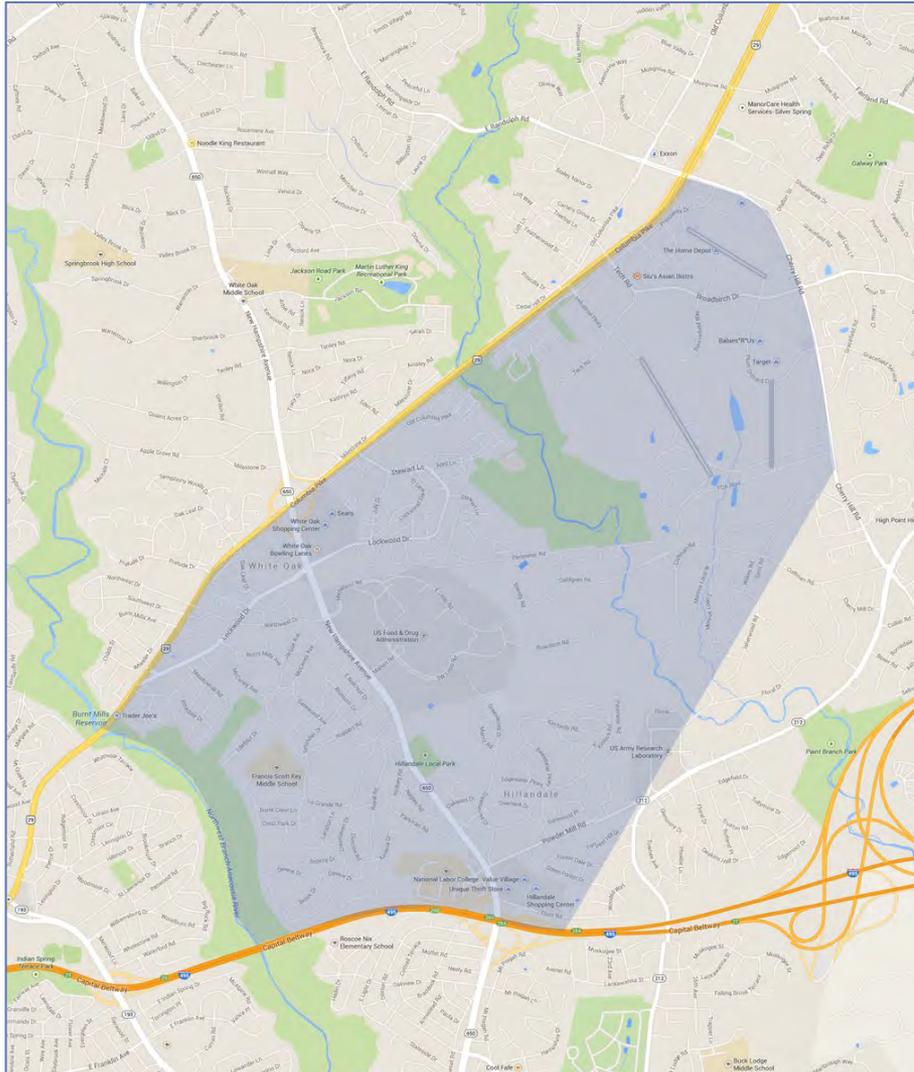
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$$2017 \rightarrow \frac{\$101,800,000}{\div 20,324 \text{ trips}} = \$5010 / \text{trip}$$

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What's the intent?

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■ Typical LATR

- Intersection-by-intersection analysis done individually by each development
- Developer must mitigate any failing conditions

■ Criticisms

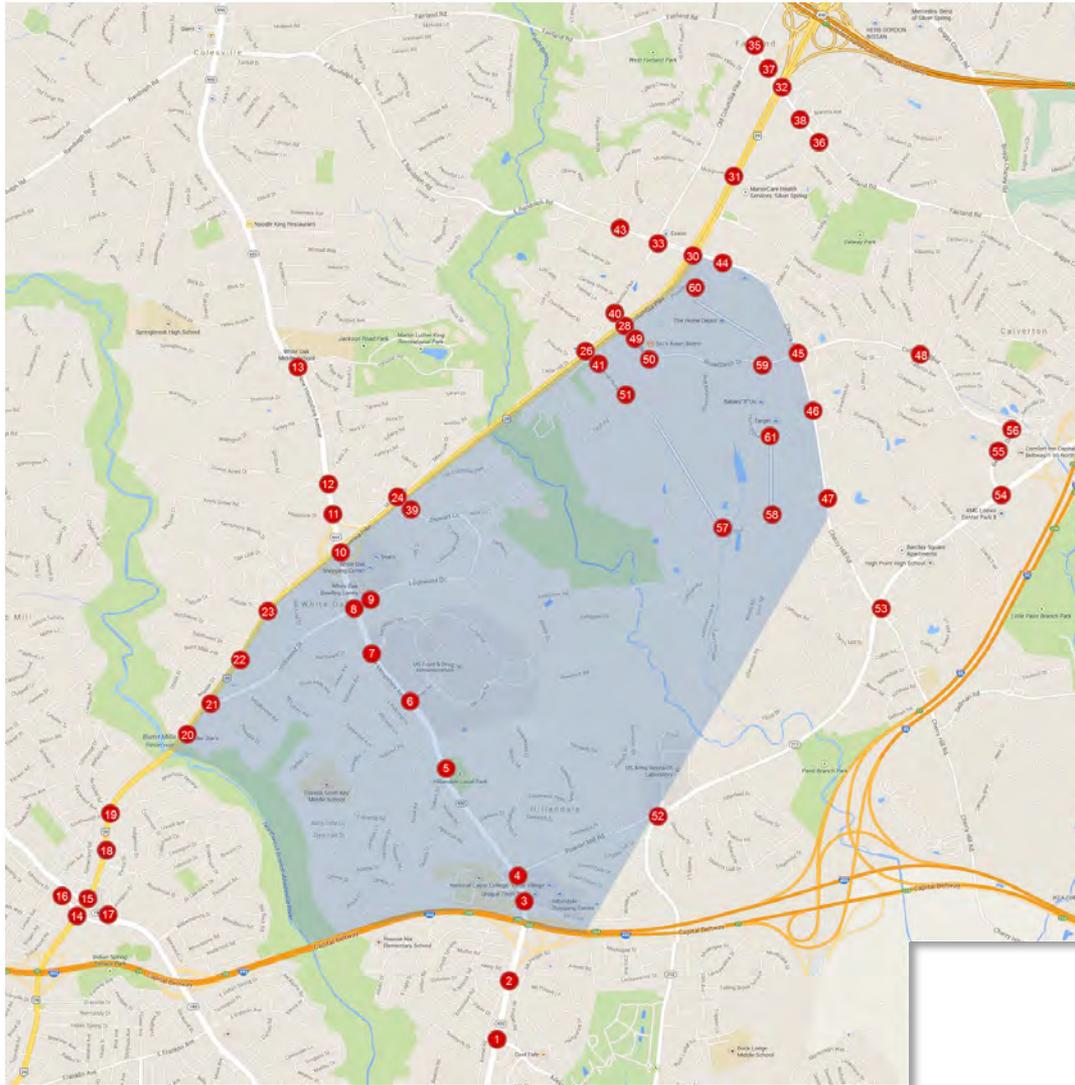
- Earliest developers get available capacity for free; later developers tend to pay more.
- Spot-by-spot treatments with no cohesiveness, little coordination, unreliable scheduling.
- Many traffic studies do not prompt any mitigation; resources could be better allocated

■ LATIP Fee

- Intersection-by-intersection analysis done comprehensively by the County
- Developers expected to pay per-trip fees into the White Oak CIP (P501540)

Methodology

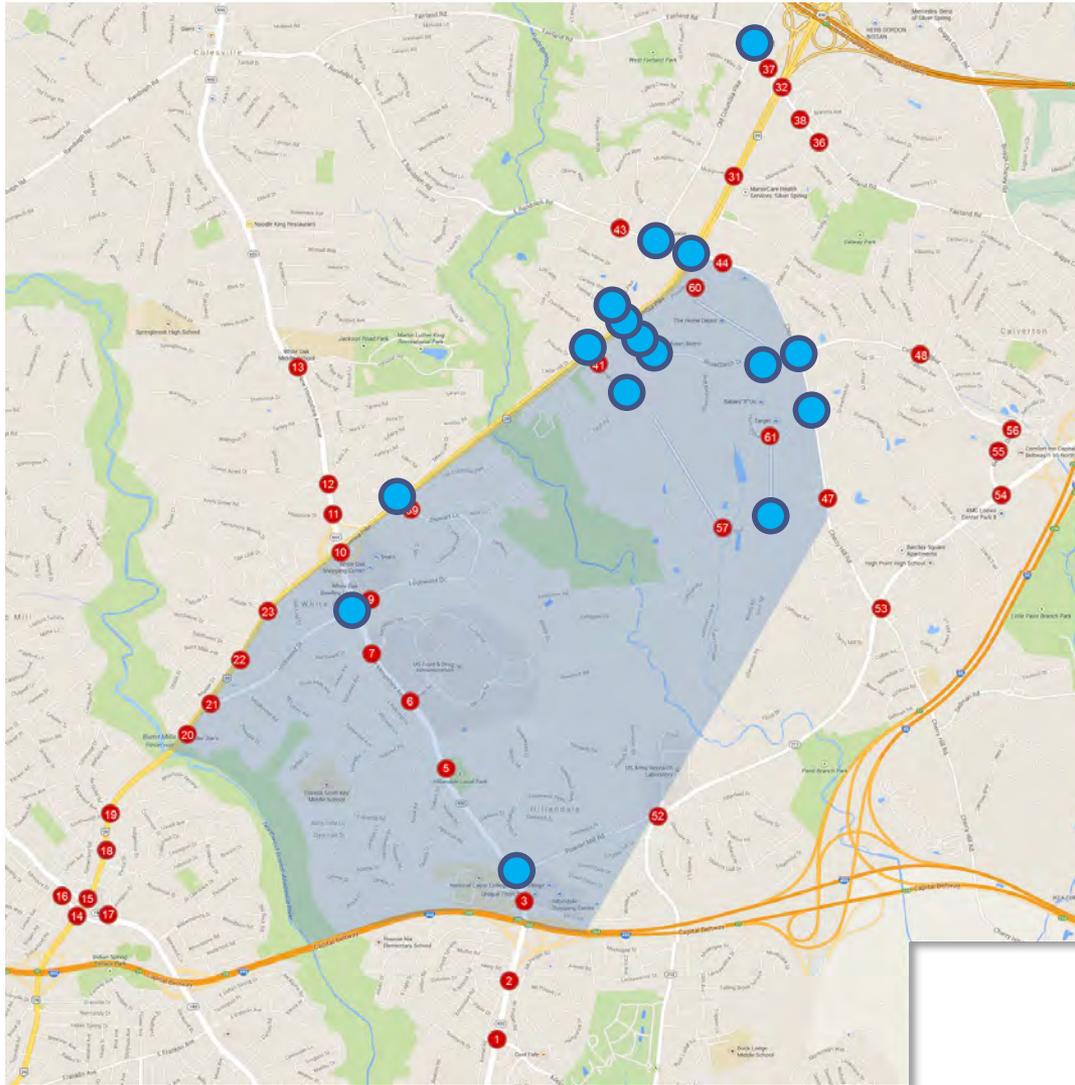
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- 61 intersections studied
- Included intersections with master planned interchanges, looking at potential interim treatments
- Did not include additional FDA growth
- Does not account for impacts of COVID pandemic
- Does not account for changes in development densities approved by Planning Board

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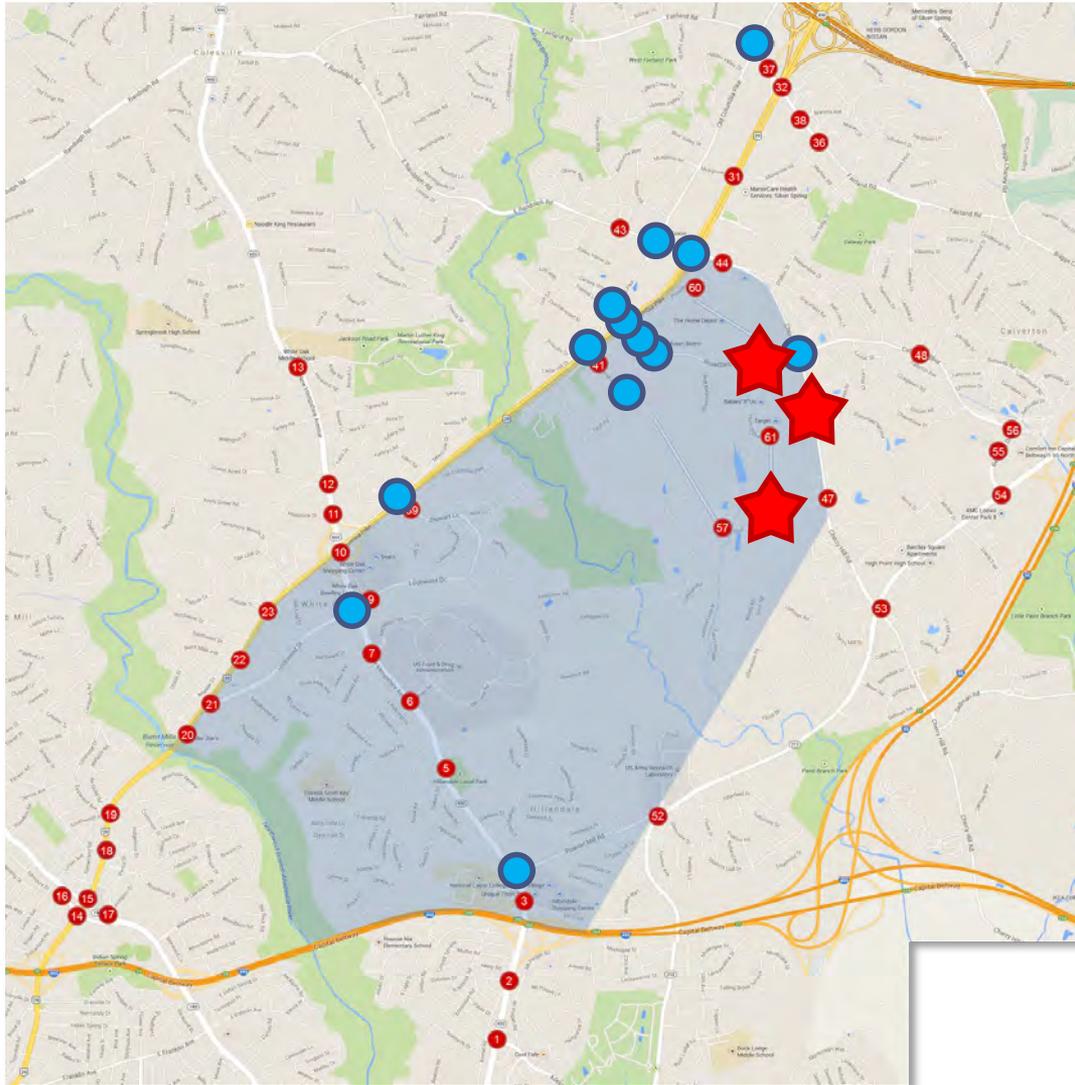
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- 16 intersections with identified needs
- 3 locations to be addressed by specific developments
- 3 locations are outside of the policy area
- 10 locations proposed for inclusion into the fee

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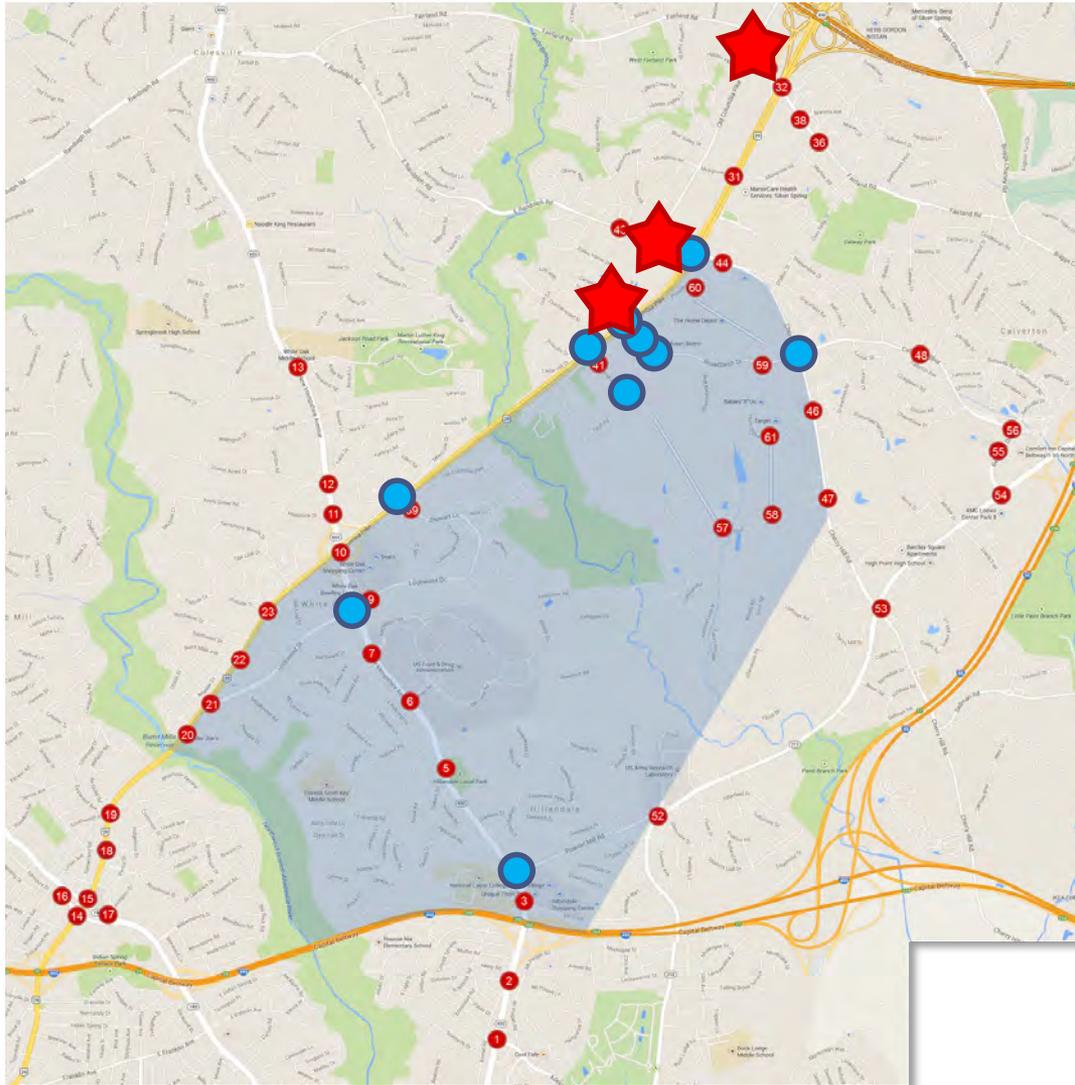
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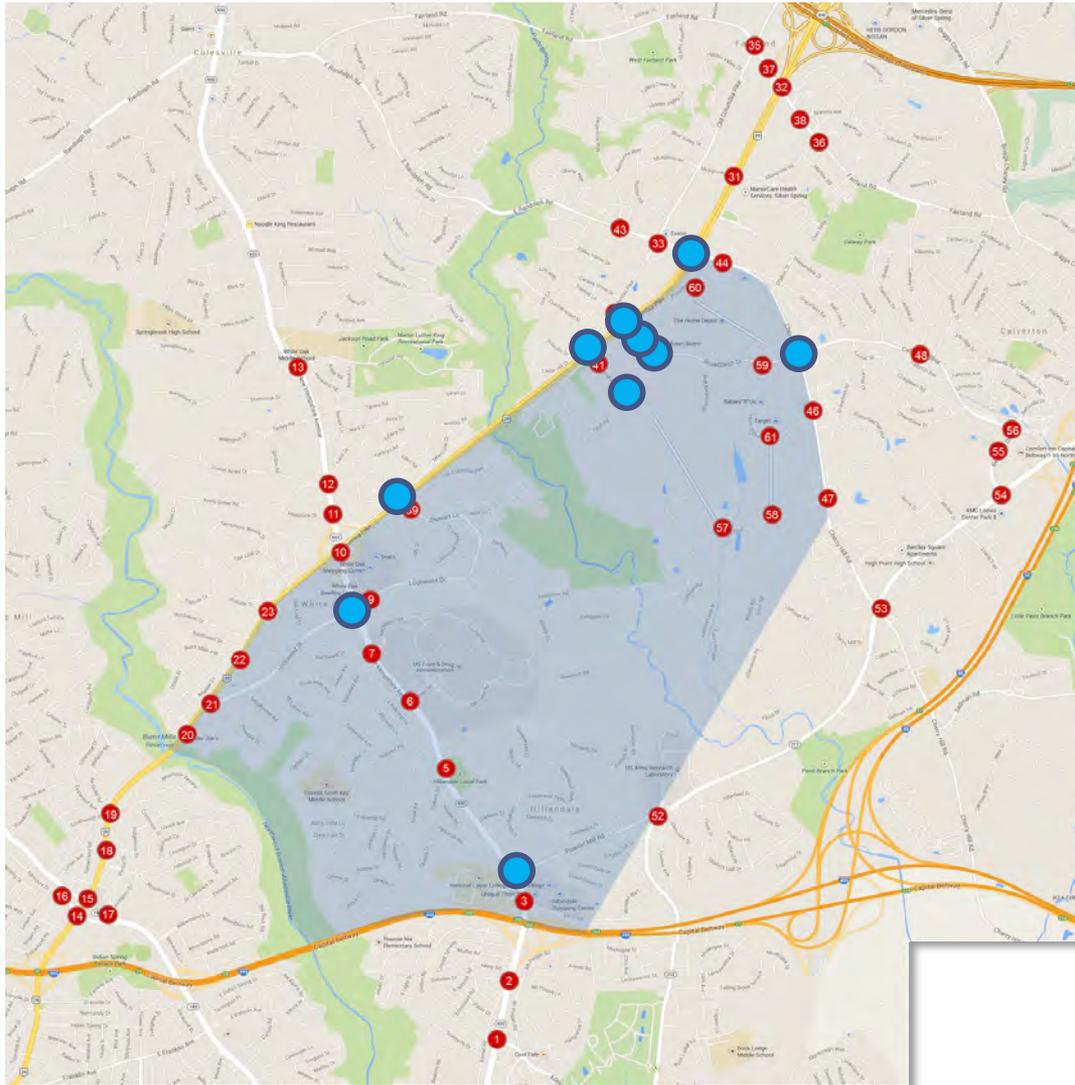
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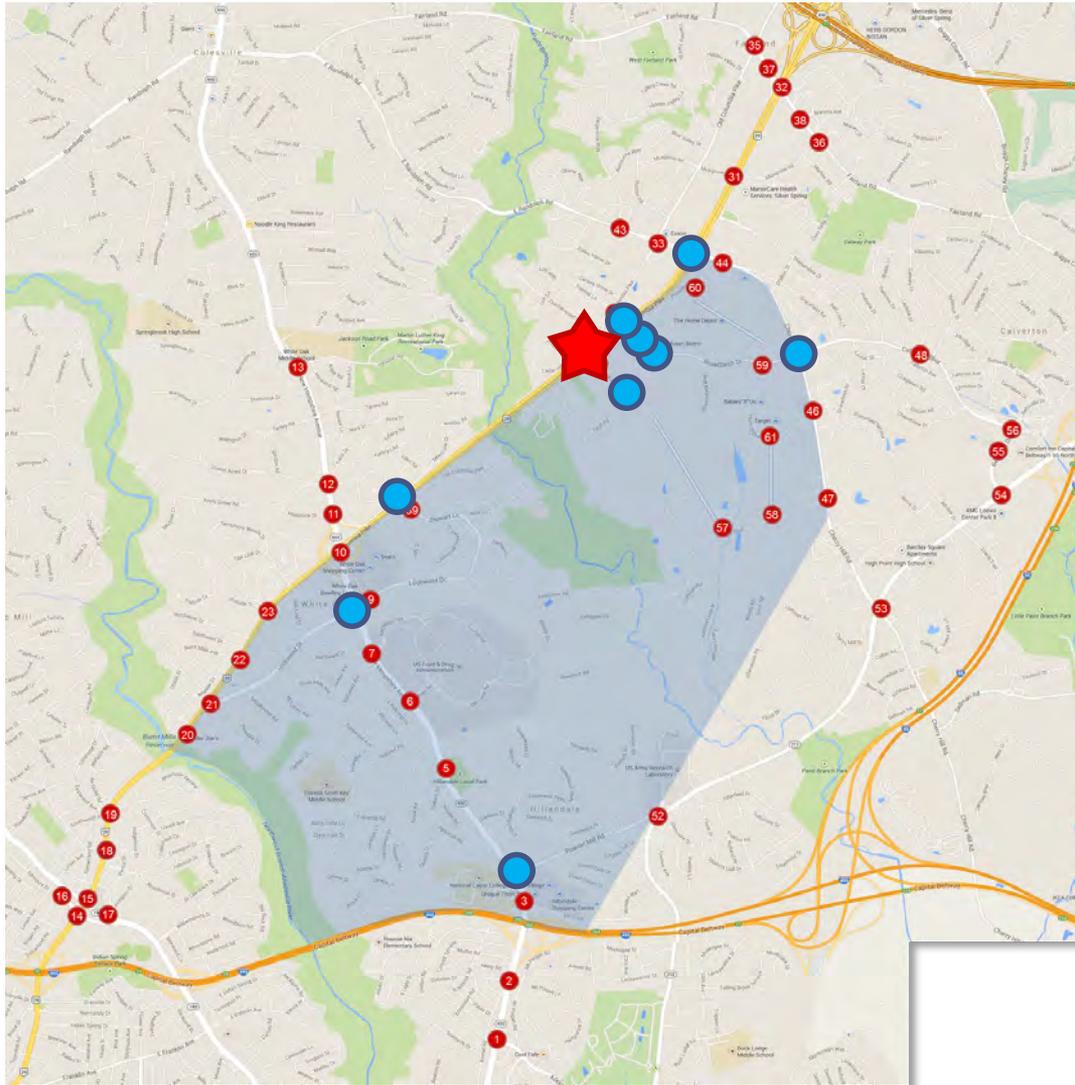
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- 1 location would be addressed by an interchange at US 29 / Industrial Pkwy
- Would be removed from the fee at a future reassessment if the interchange proceeds to construction

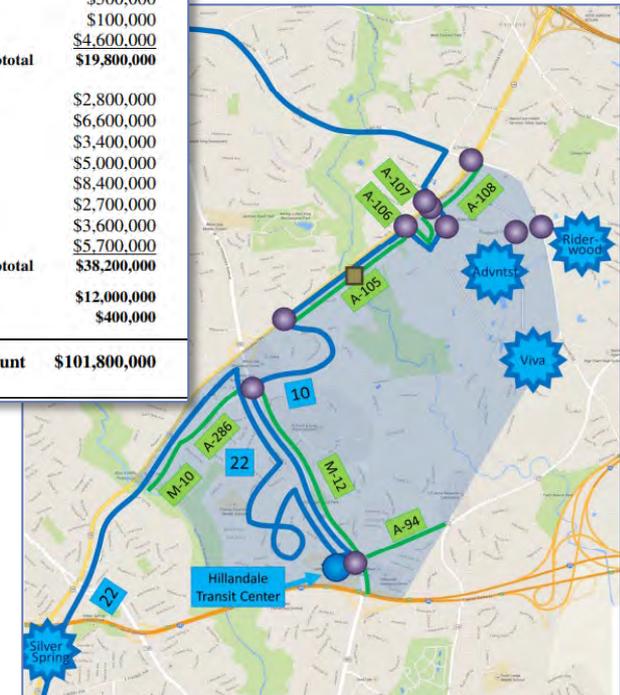
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- The full portfolio of included projects amounts to the cost.
- Tying estimated land use to the Local Area Model fixed the trip generation estimates.
- This allowed conversion of the fee directly into per-unit rates that can be assessed by DPS.

<u>INTERSECTIONS (purple)</u> ¹⁷	
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Trip Generation

On September 28, 2017, the Planning Board approved designation of the fee as being tied directly to the Local Area Model (LAM) trip generation rates utilized in the analysis. These rates are shown to the right in the upper table.

Under direction from the Council and Executive, the following refinements to the LAM rates were made:

- BioScience and Hospital land uses were split out from the Other category
- Single Family Residential was split into Detached and Attached
- Multifamily Residential was split into Low and High density.

The new rates were identified by applying the ratio between the corresponding ITE rates for each break-out category to the LAM rate, and setting the total generated trips to remain unchanged.

Local Area Model Trip Gen		
Land Use	(n) in T = nx	x Units
Office	1.20	1000 SF
Retail	3.00	1000 SF
Industrial	1.00	1000 SF
BioScience	0.99	1000 SF
Hospital	1.07	1000 SF
Other	0.92	1000 SF
SF Det	1.28	DU
SF Att	0.65	DU
MF Low	0.52	DU
MF High	0.34	DU

Above: LAM rates for use in LATIP

Below: Process for modifying LAM rates

Land Use	LAM	ITE	Ratio	Adjusted
SF Det	0.83	1.02	1.96	1.28
SF Att	0.83	0.52		0.65
MF Low	0.48	0.62	1.55	0.52
MF High	0.48	0.40		0.34
BioScience	1.00	1.07	1.07	0.99
Hospital	1.00	1.16	1.16	1.07
Other	1.00	1.00	reference	0.92

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USE	UNIT	LATIP (\$/unit)	USE	UNIT	LATIP (\$/unit)
Single Family Detached	DU	\$6420	Office	GSF	\$6.01
Single Family Attached	DU	\$3273	Industrial	GSF	\$5.01
Multi-Family High-Rise	DU	\$1688	Bioscience Facility	GSF	\$4.94
Multi-Family Low-Rise	DU	\$2616	Retail	GSF	\$15.03
Multi-Family Senior	DU	\$6420	Place of Worship	GSF	\$4.62
Student-Built Houses	DU	\$6420	Prvt Elem / Scndry School	GSF	\$4.62
Clergy House	DU	\$6420	Hospital	GSF	\$5.36
			Charitable / Philanthropic	GSF	\$6.01
			Other Non-Residential	GSF	\$4.62

Additional Info

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Subtotal	\$19,800,000

BIKEWAYS (green)¹⁸

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LATIP Analyses every 6 yrs, from 2017 to 2040	\$400,000

Total Amount \$101,800,000

- Developers are still responsible for access & frontage needs.
- LATIP is only assessed on net new uses.
- LATIP credits are available if developers construct projects within the program.
- If LATIP fees due are reduced to zero by credits, remaining credits may be applied toward Impact Tax.
- Bioscience and MPDUs are exempt from Impact Tax but are still subject to LATIP.
- LATIP revenues may only be used on LATIP projects.

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- The current fee needs to be updated for inflation.

- Changes in master plans (notably the 2018 Bike Master Plan) have altered planned projects.

- Also includes:

- Amendment from 2019 adding more definition to 650/Powder Mill
- Removing channelized right at OCP/Prosperity/Industrial



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- \$5,010 current fee
- Inflation-adjustment only
 - \$7,000/trip fee
 - \$142,100,000 program
 - 39.7% increase

USE	UNIT	LATIP (\$/unit)
Single Family Detached	DU	\$8,969
Single Family Attached	DU	\$4,573
Multi-Family High-Rise	DU	\$2,358
Multi-Family Low-Rise	DU	\$3,654
Multi-Family Senior	DU	\$8,969
Student-Built Houses	DU	\$8,969
Clergy House	DU	\$8,969

USE	UNIT	LATIP (\$/unit)
Office	GSF	\$8.40
Industrial	GSF	\$7.00
Bioscience Facility	GSF	\$6.91
Retail	GSF	\$21.00
Place of Worship	GSF	\$6.46
Prvt Elem / Scndry School	GSF	\$6.46
Hospital	GSF	\$7.49
Charitable / Philanthropic	GSF	\$8.40
Other Non-Residential	GSF	\$6.46

- Updated projects & inflation
 - \$13,660/trip fee
 - \$277,500,000 program
 - 173% increase

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Single Family Detached	DU	\$17,503
Single Family Attached	DU	\$8,923
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Multi-Family Senior	DU	\$17,503
Student-Built Houses	DU	\$17,503
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USE	UNIT	LATIP (\$/unit)
Office	GSF	\$16.39
Industrial	GSF	\$13.66
Bioscience Facility	GSF	\$13.48
Retail	GSF	\$40.98
Place of Worship	GSF	\$12.60
Prvt Elem / Scndry School	GSF	\$12.60
Hospital	GSF	\$14.61
Charitable / Philanthropic	GSF	\$16.39
Other Non-Residential	GSF	\$12.60

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If adjusted for inflation only: new master planned bikeways would be part of the program, but credits would be capped at their earlier limits (albeit adjusted for inflation)

What's the process?

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Anticipated Council process:

- Introduction
- Public Hearing
- 1 committee worksession
- 1 Council worksession + approval

Suggested action:

- Approve the lower inflation-only fee for \$7000/trip
- Or develop an alternative portfolio of costs within the program
- Rename the LATIP to UMP
- Develop an alternative infrastructure financing program

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• MD 650 at Lockwood Dr		<u>\$1,400,000</u>
	Subtotal	\$31,400,000
<u>TRANSIT (blue)¹⁸</u>		
• White Oak Circulator		\$2,400,000
• New Ride-On Service		\$8,400,000
• Increased Ride-On Service		\$3,800,000
• Hillandale Transit Center		\$500,000
• Bus Stop Improvements		\$100,000
• Bikeshare		<u>\$4,600,000</u>
	Subtotal	\$19,800,000
<u>BIKEWAYS (green)¹⁸</u>		
• M-10 US 29 (Columbia Pike)		\$2,800,000
• M-12 MD 650 (New Hampshire Ave)		\$6,600,000
• A-94 Powder Mill Rd		\$3,400,000
• A-105 Old Columbia Pike		\$5,000,000
• A-106 Industrial Pkwy		\$8,400,000
• A-107 Tech Rd		\$2,700,000
• A-108 Prosperity Dr		\$3,600,000
• A-286 Lockwood Dr		<u>\$5,700,000</u>
	Subtotal	\$38,200,000
Old Columbia Pike Bridge Reconstruction		\$12,000,000
LATIP Analyses every 6 yrs, from 2017 to 2040		\$400,000
	Total Amount	\$101,800,000

What's the process?

- 1) What is LATIP?
- 2) What is its intent?
- 3) How was this derived?
- 4) What is changing?
- 5) **What is the process?**



Anticipated Council process:

- Introduction
- Public Hearing
- 1 committee worksession
- 1 Council worksession + approval

Suggested action:

- Approve the lower inflation-only fee for \$7000/trip
- Or develop an alternative portfolio of costs within the program
- Rename the LATIP to UMP
- Develop an alternative infrastructure financing program

<u>INTERSECTIONS (purple)</u>		
• US 29 at Stewart Lane ¹⁷		\$3,300,000
• US 29 at Industrial Pkwy ¹⁷		\$4,400,000
• US 29 at Tech Road ¹⁷		\$3,300,000
• US 29 at Randolph Rd / Cherry Hill Rd		\$2,000,000
• Tech Rd at Prosperity Dr / Old Columbia Pike ¹⁷		\$2,300,000
• Tech Rd at Industrial Pkwy		\$4,400,000
• Broadbirch Dr at Tech Rd		\$1,700,000
• Broadbirch Dr at Cherry Hill Rd & Plum Orchard Dr		\$3,600,000
• MD 650 at Powder Mill Rd		\$5,000,000
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LATIP Analyses every 6 yrs, from 2017 to 2040		\$400,000
	Total Amount	\$101,800,000

Questions

https://www.montgomerycountymd.gov/dot-dir/dev_review/ump.html

(or Google “Montgomery County UMP”)

Andrew Bossi, P.E.

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Montgomery County Department of Transportation

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New Hampshire Avenue BRT Planning Study

Hillandale Citizens Association

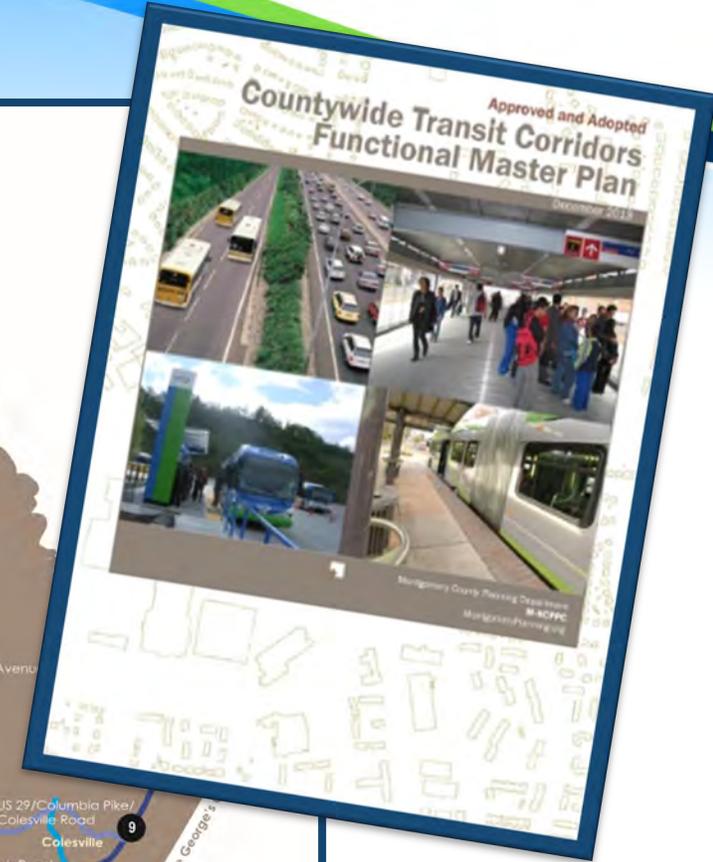
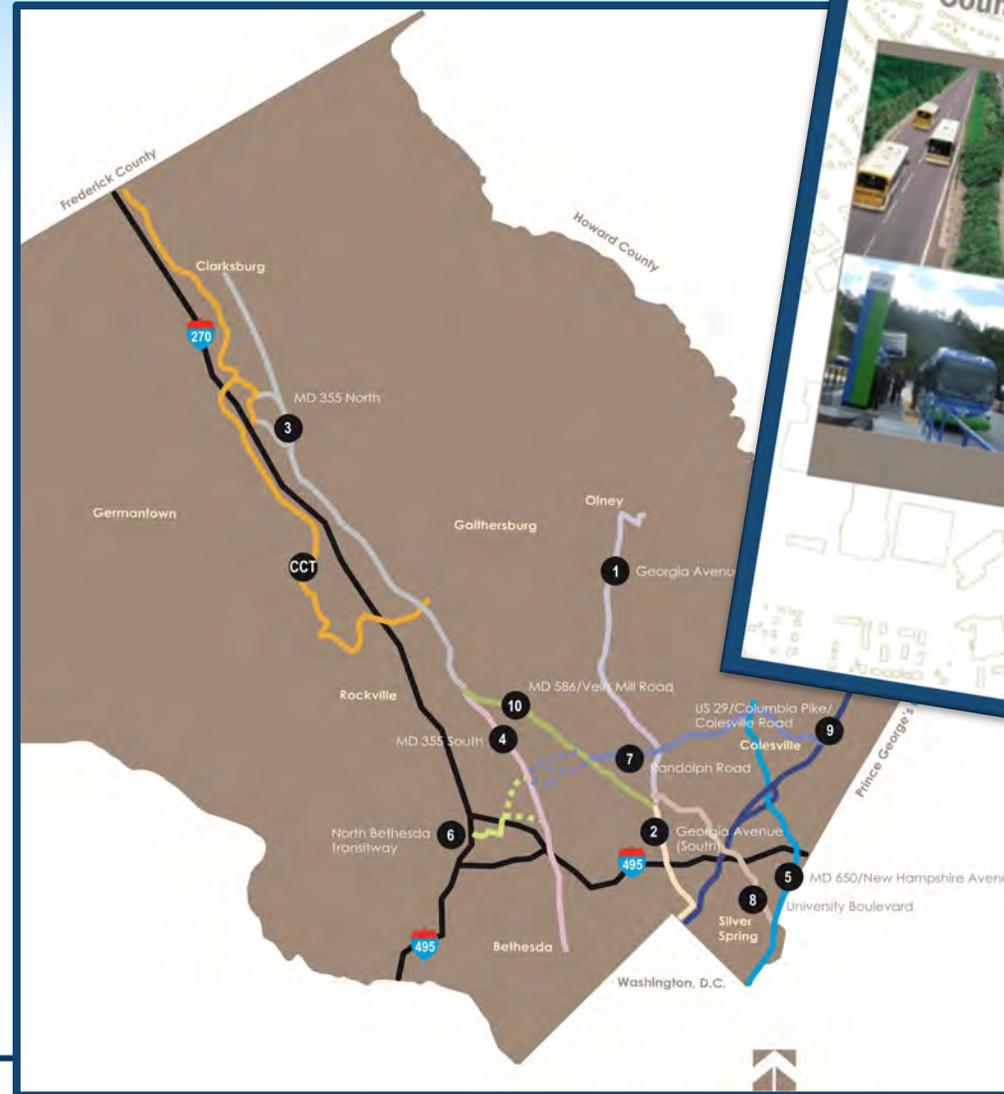
April 25, 2024

What is Bus Rapid Transit?



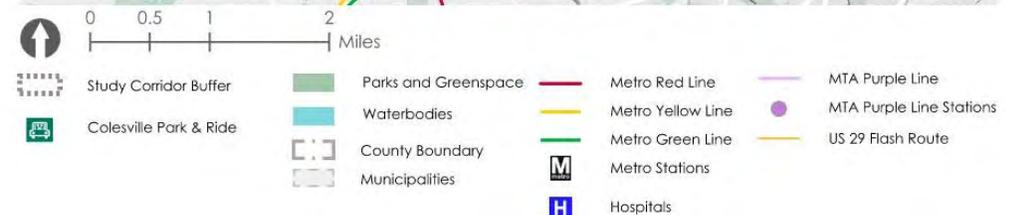
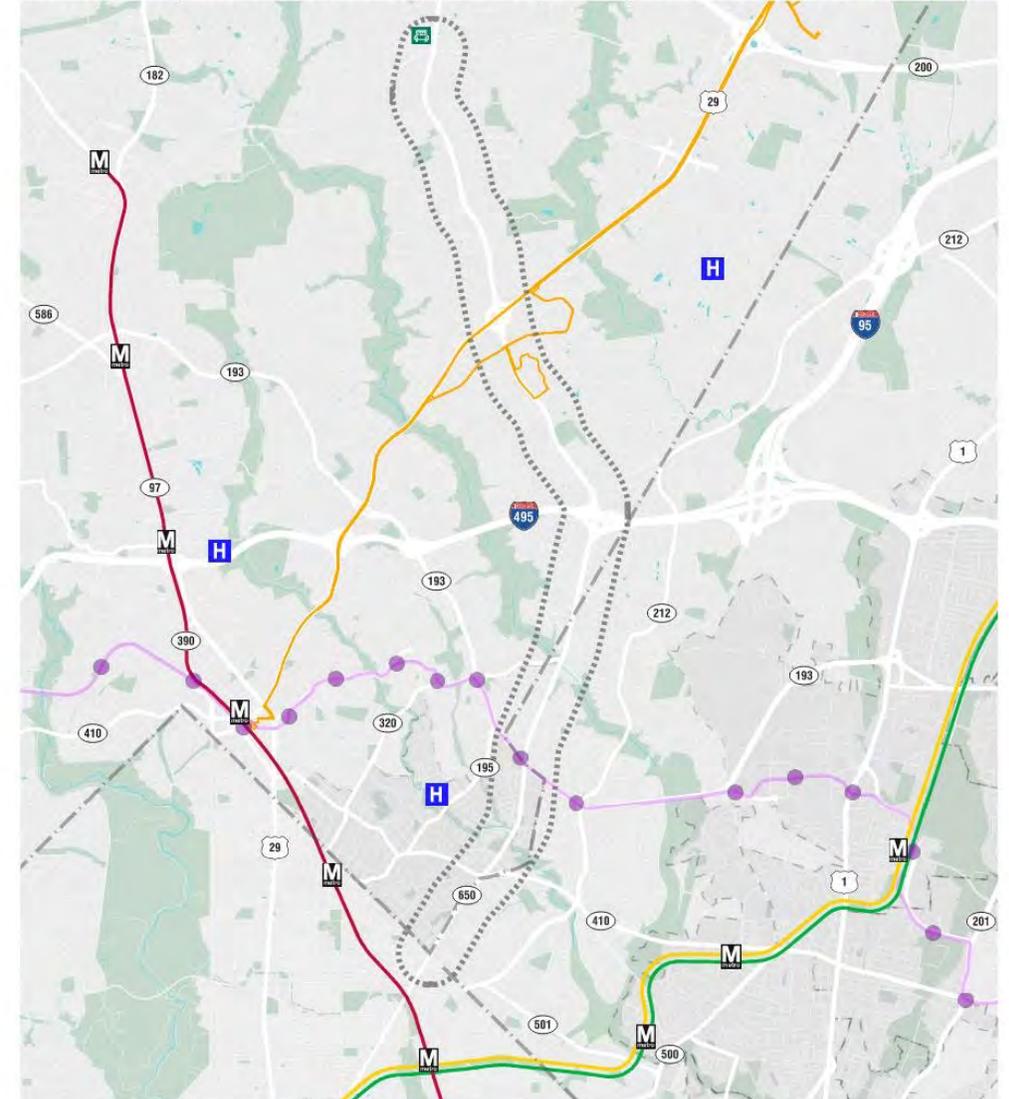
Bus Rapid Transit Program Overview

- Corridor identified in the Countywide Transit Corridors Functional Master Plan (Adopted 2013)
 - US 29 corridor is in operation
 - Veirs Mill Rd and MD 355 are in Final Design
 - North Bethesda and New Hampshire Avenue are in Concept Study

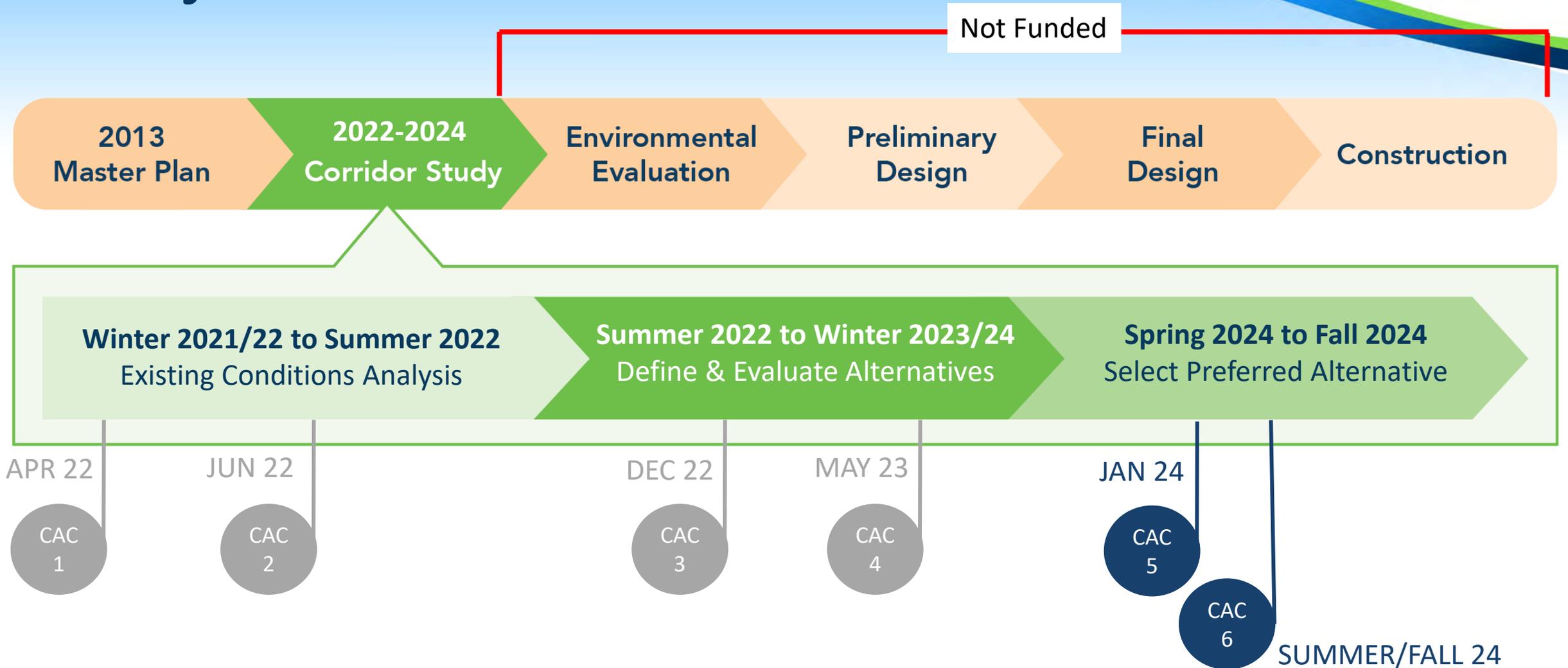


Study Overview

- **Corridor Extents:**
 - **Southern Terminus:** Fort Totten Metrorail Station
 - **Northern Terminus:** Colesville Park and Ride
- **This Study Will...**
 - Define start and end points
 - Identify preliminary station locations
 - Develop and evaluate improvements to bus service
 - Address station accessibility



Project Schedule

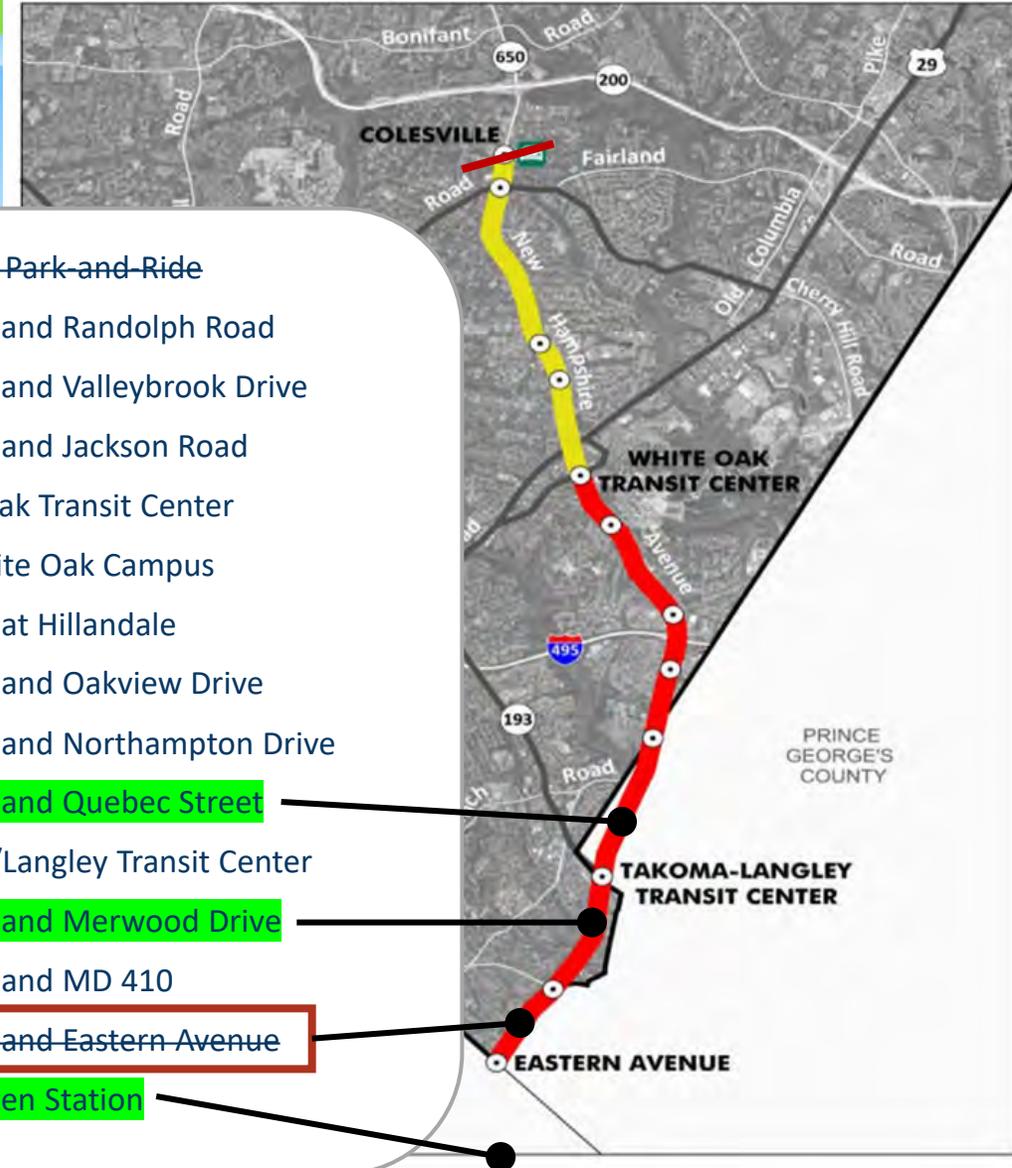


Identify Station Locations

- Eliminate Park and Ride station / combine with Randolph Road station
- Add stops north and south of Takoma Langley
- Terminate service at Fort Totten
- 14 proposed stations

- Colesville Park-and-Ride
- 1. MD 650 and Randolph Road
- 2. MD 650 and Valleybrook Drive
- 3. MD 650 and Jackson Road
- 4. White Oak Transit Center
- 5. FDA White Oak Campus
- 6. MD 650 at Hillandale
- 7. MD 650 and Oakview Drive
- 8. MD 650 and Northampton Drive
- 9. MD 650 and Quebec Street
- 10. Takoma/Langley Transit Center
- 11. MD 650 and Merwood Drive
- 12. MD 650 and MD 410
- 13. MD 650 and Eastern Avenue
- 14. Fort Totten Station

13. After developing layouts, shifted this station to Sheridan Street



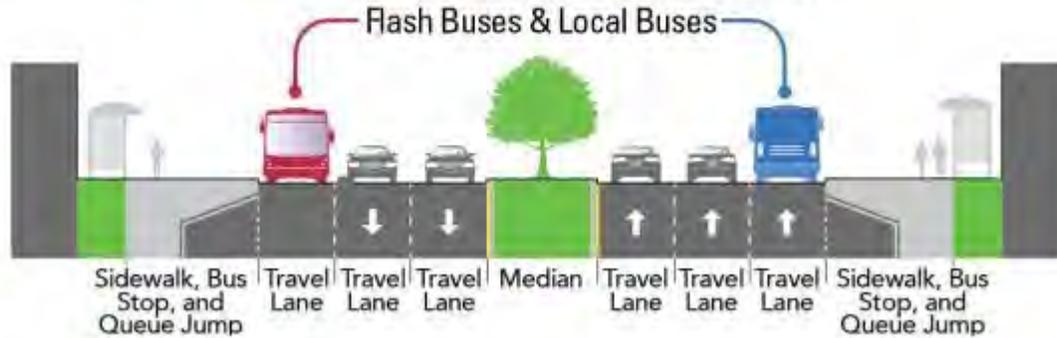
	County Line		BRT Station
	Dedicated Lane(s)		Metro Station
	Mixed Traffic		Park-and-Ride Station
	Other BRT Corridors		

Alternatives

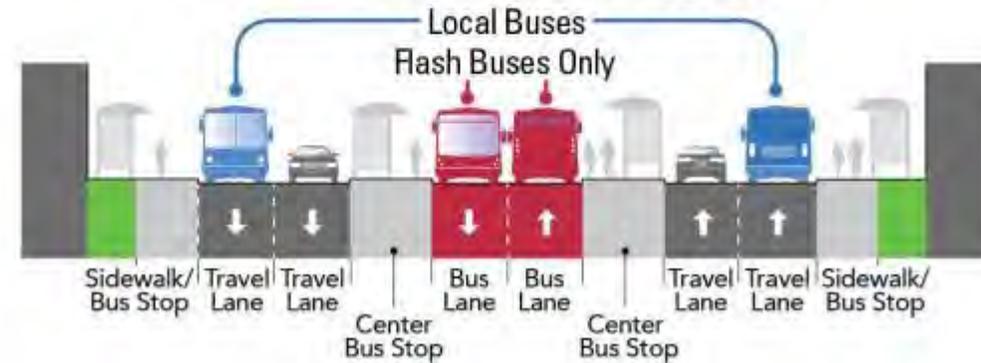


LEGEND

Mixed Traffic



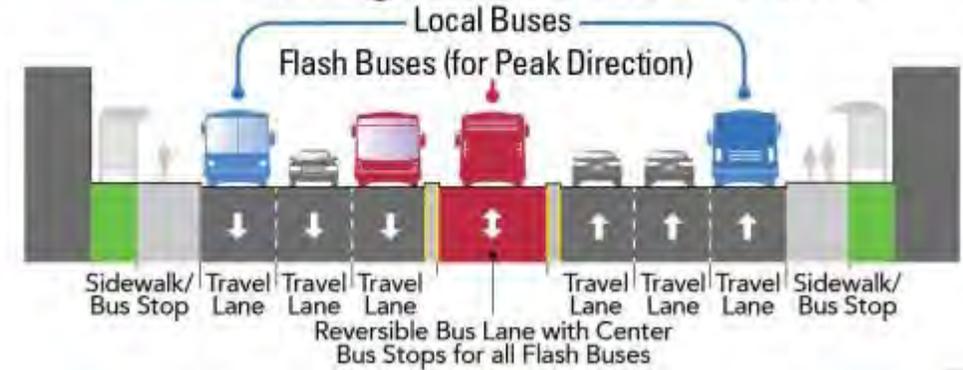
Median Lanes



Curbside Lanes



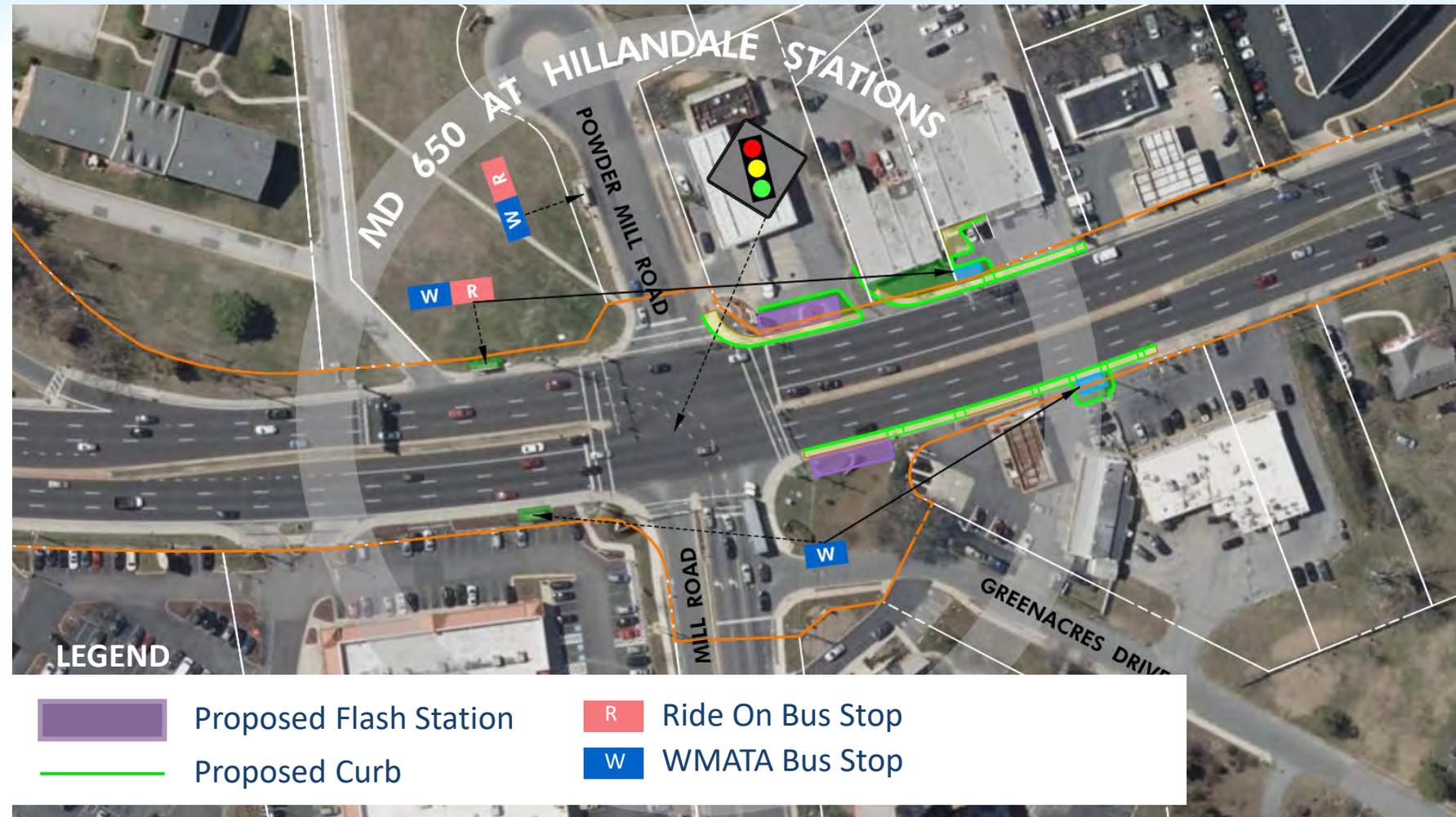
Single Median Lane



Alternatives

Alternative 1 (TSM)

Station at Powder Mill Road

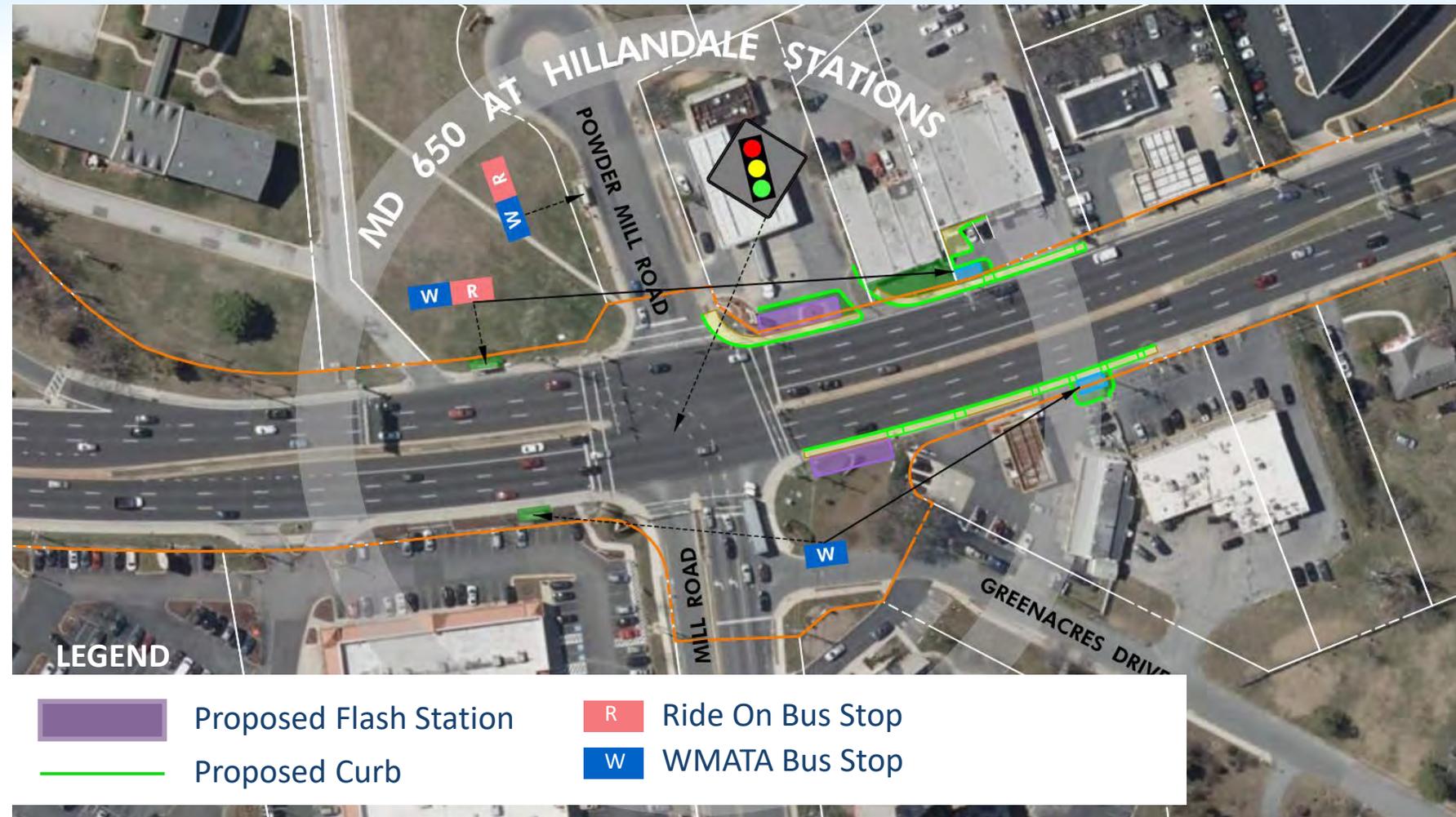


- Far side station northbound
- Near side station southbound
- Relocate northbound local bus stop far side
- Relocate southbound local bus stop near side

Alternative 2 (Curbside)

Station at Powder Mill Road

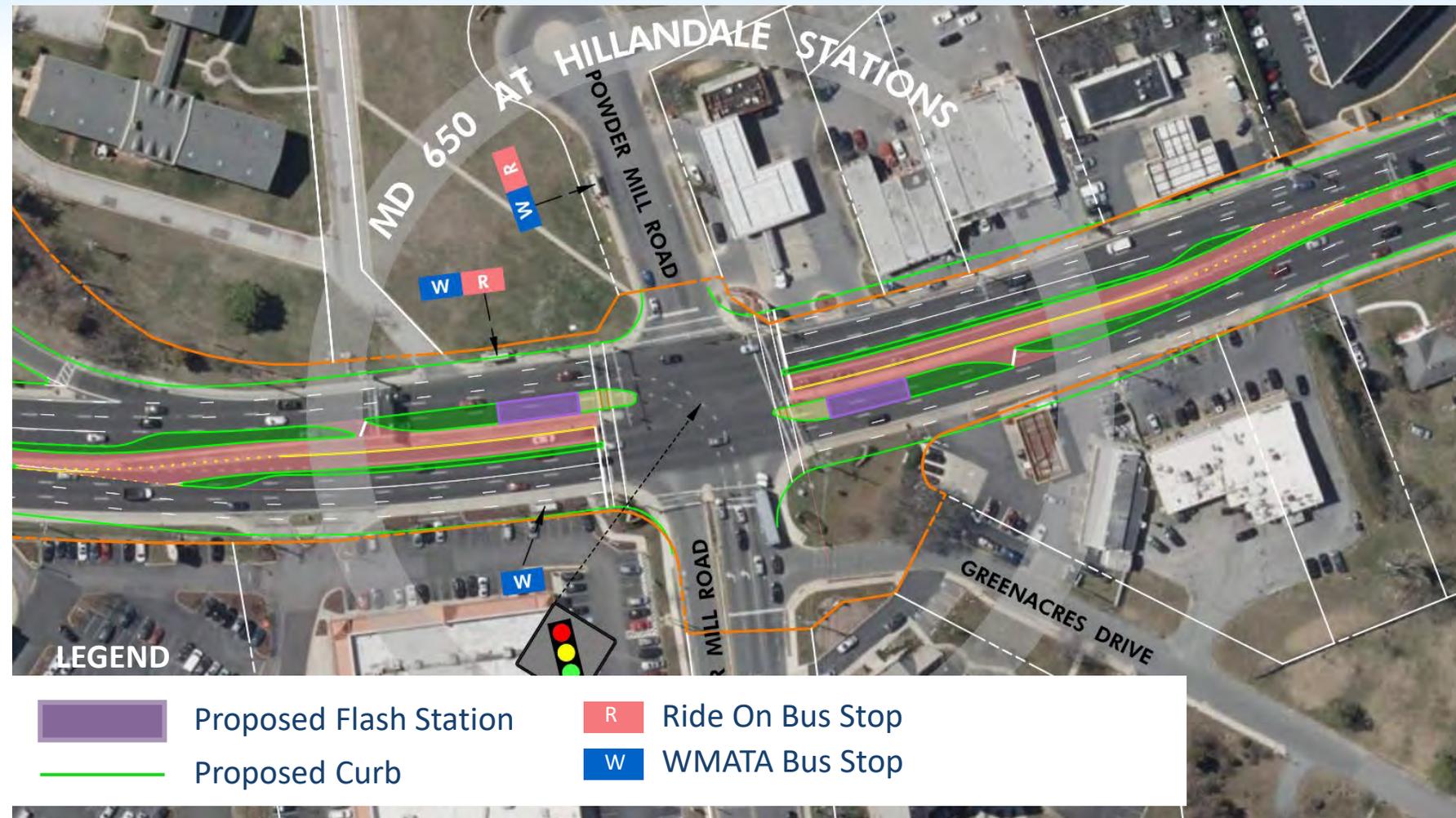
- No change as compared to Alternative 1
- Avoid impacts to interchange ramp



Alternative 3 (Single Median)

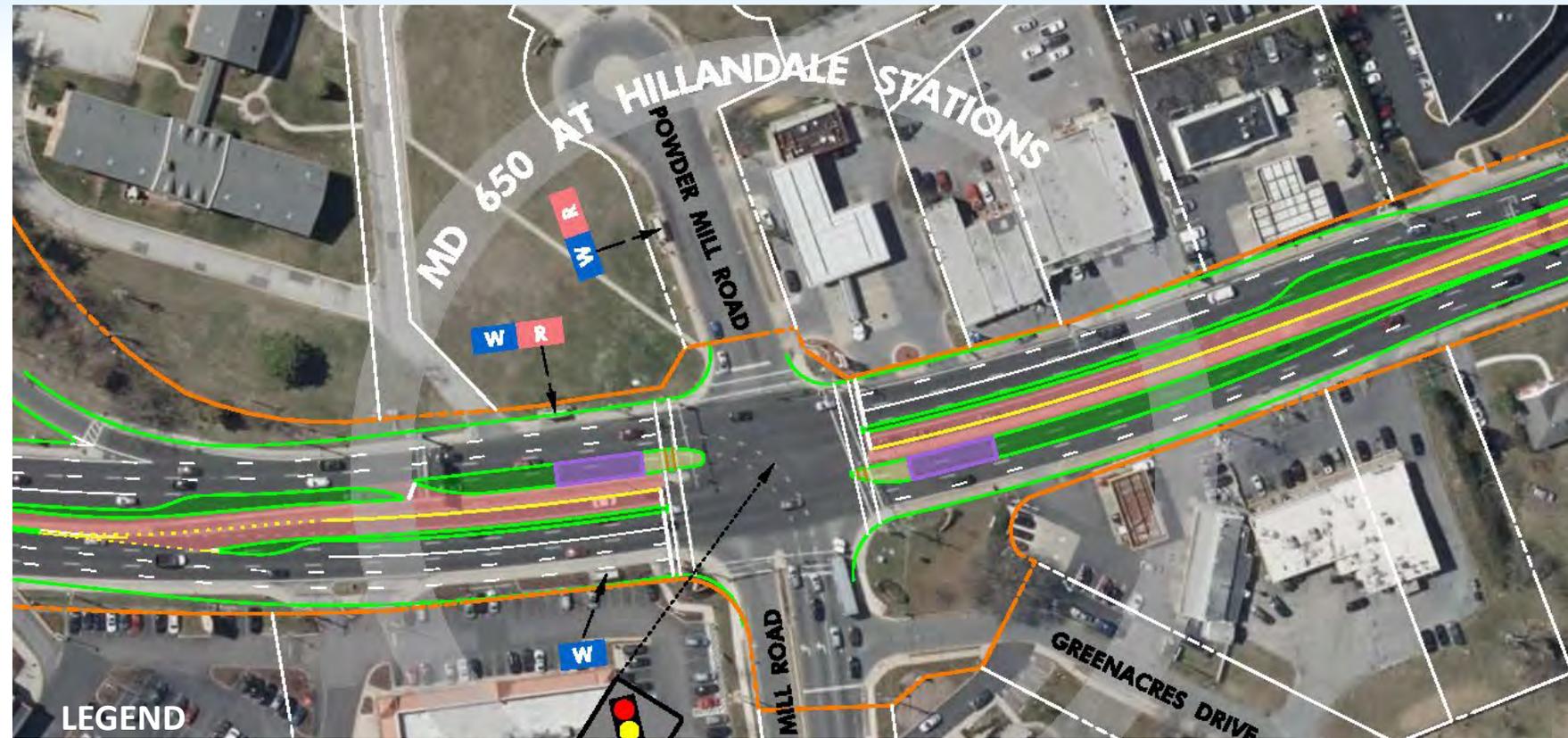
Station at Powder Mill Road

- Far side, median station
- Both peak and non-peak Flash buses stop at median stations
- Slip lanes for accessing the station



Alternative 4 (Dual Median)

Station at Powder Mill Road



LEGEND

- | | | | |
|--|------------------------|---|------------------|
|  | Proposed Flash Station |  | Ride On Bus Stop |
|  | Proposed Curb |  | WMATA Bus Stop |

- Far side, median station
- All BRT buses use the lanes regardless of direction and time

Next Steps

- Complete Additional Ridership Analysis
- Begin Hybrid Analysis
- Next CAC in Summer or Fall – discuss Transit Ridership
- Pop Ups and additional Outreach in Fall 2024
- Locally Preferred Alternative – Fall/Winter 2024



Questions?

Corey Pitts

BRT Unit Manager

Corey.Pitts@montgomerycountymd.gov

Project Website: <https://www.montgomerycountymd.gov/dot-dte/projects/NewHampshireAve/>