

# Great Seneca Science Corridor (GSSC) Master Plan

## LSC Loop – TLC Grant – County CIP

September 9, 2014

June 2010  
approved and adopted

### **great seneca science corridor** master plan

The Life Sciences Center



# GSSC Master Plan

## Staging Requirements

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“Before Stage 2 begins, all the following must occur:

- Fully fund construction of the CCT, including the proposed realignment through the LSC, from the Shady Grove Metro Station to Metropolitan Grove within the first six years of the County’s CIP or the State CTP.
- Fully fund relocation of the Public Service Training Academy from LSC West to a new site.
- Fund the LSC Loop trail in the County’s six-year CIP and/or through developer contributions as part of plan approvals.
- Attain an 18 percent non-auto driver mode share (NADMS).”

# GSSC Master Plan

## Staging Requirements

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### **Stage 2 –**

- Commercial Development Totals

11.1 million square feet Stage 1 development

2.3 million square feet additional Stage 2 development

13.4 million square feet total Stage 2 commercial development

### Residential Development Totals

5,800 Stage 1 residential dwelling units

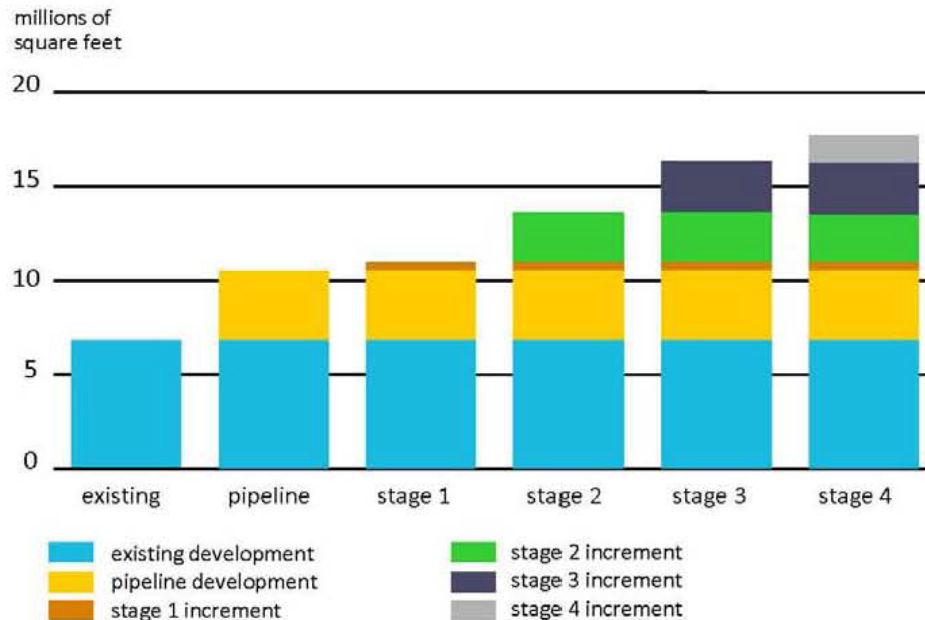
2,000 additional Stage 2 residential dwelling units

7,800 total Stage 2 residential dwelling units

# GSSC Master Plan

## Staging Requirements

**table 3 staging of commercial development**



**table 2 life sciences center: existing and proposed development**

|                    | existing  | existing and approved | 1990 Master Plan | proposed 2010 Plan |
|--------------------|-----------|-----------------------|------------------|--------------------|
| commercial (sf)    | 6,940,000 | 10,700,000            | 13,000,000       | 17,500,000*        |
| dwelling units     | 3,300     | 3,300                 | 3,800            | 9,000              |
| jobs               | 21,200    | 30,550                | 38,000           | 52,500             |
| jobs-housing ratio | 6.4       | 9.2                   | 10.0             | 5.8                |

\*Although zoning would allow up to 20 million square feet of development, the staging plan limits development to 17.5 million square feet.

# GSSC Master Plan

## LSC Loop

### Connectivity: The LSC Loop

3.5- mile path connecting:  
Districts

Destinations

Belward Farm

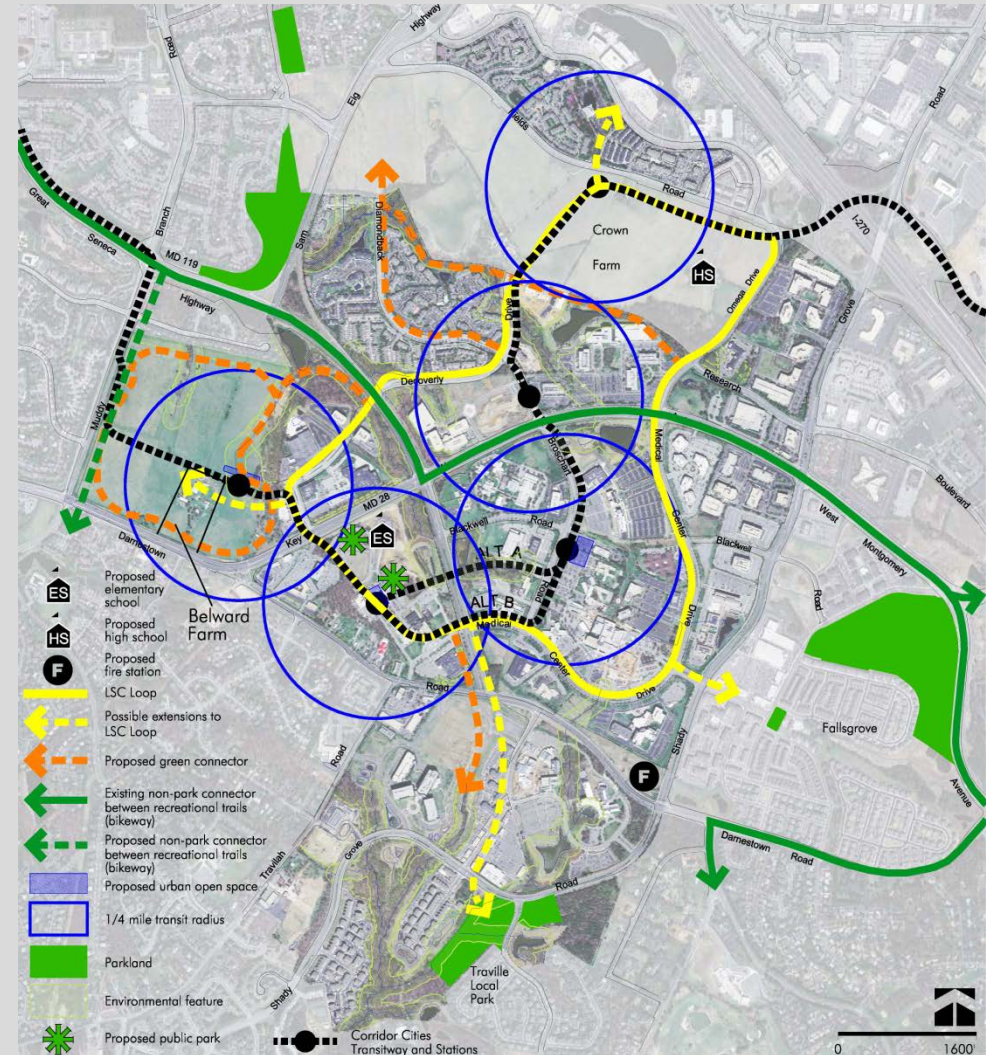
Schools

Traville

USG

Open Spaces

Passive and Active





### LSC Loop – Master Plan Recommendations

#### Community Connectivity and the LSC Loop

The organizing element of the LSC open space plan is a 3.5-mile multi-use path loop connecting the districts and destinations with extensions from the core loop that link to the surrounding communities, including the cities of Gaithersburg and Rockville (see Map 11 on page 33). Connectivity between the LSC Districts and adjacent neighborhoods is described more fully in the following District section. The LSC Loop will run alongside existing streets, such as Medical Center Drive and Omega Drive, and be completed on new streets in LSC West. It will incorporate the proposed multi-use path next to the CCT through LSC West and onto the Belward property.

The LSC Loop will link activity centers and community facilities, including the planned high school on the Crown Farm (in the City of Gaithersburg), the historic Belward Farm, and the civic green and retail center on LSC West. Creation of the loop (including landscaping and facilities such as benches) will be the primary amenity requested of property owners. CCT stations along the Loop include the Crown Farm, Belward, and LSC West. Each CCT station in the LSC will have a public open space and property owners will also be requested to contribute to the implementation of this amenity. From the Loop, paths will connect with other destinations and activities in the area, including Falls Grove and Traville. Traville Local Park, in LSC South, is proposed to include a small rectangular field, half-court basketball, older children's playground, and a tot lot, and should be accessible from an extension of the LSC Loop.

The LSC's existing stream buffer areas should be integrated with the Loop, offering passive outdoor experiences. The on-road hard surface portion of the Muddy Branch Trail Corridor intersects the Plan area at the southwest corner of the Belward property, and should connect to the rest of the Countywide trail system.

Not all open space can or should be publicly owned and managed. Public amenity spaces in new developments will provide recreation and open space. Public parks and publicly accessible facilities and open spaces should complement each other and be seamlessly integrated to create a cohesive pattern of open space.

### LSC Loop – Master Plan Recommendations

The LSC Loop will:

- create extensions (from the main loop) that connect surrounding neighborhoods with the LSC, providing residents of these communities with access to the transit stations, activities, amenities, and open spaces in the LSC Districts
- create a primary recreational feature that connects the districts, destinations, and open spaces throughout the area
- provide connections to area amenities, including the historic Belward Farm, retail destinations, the proposed high school and elementary school, and the natural path system through the stream buffer areas
- connect destinations by paths, including stream valley park trails such as Muddy Branch
- integrate regulated green spaces such as wetlands, streams, and forest conservation easements to provide passive recreational experiences
- provide connections to Traville Local Park in LSC South.

# LSC Loop – TLC Program



## TECHNICAL ASSISTANCE PROGRAM:

### What We Do:

The TLC Program provides support to local governments in the Metropolitan Washington region as they work to improve transportation/ land use coordination. Through the program, the TPB provides communities with technical assistance to catalyze or enhance planning efforts. Any member jurisdiction of the TPB is eligible to apply.

### Announcements:

Call for Projects! The FY 2016 Transportation Alternatives Program is accepting applications from agencies in Northern Virginia. Submission deadline is **November 1, 2014**.

The TPB approved nine projects to receive technical assistance as part of the FY 2015 TLC Program.



Helping local governments plan  
**VIBRANT COMMUNITIES**



# LSC Loop – TLC Program



## What is TLC?

Beginning as a six-month pilot in January 2007, the TLC program has two components:

1. The Regional TLC Clearinghouse is a web-based source of information about transportation/land-use coordination, including experiences with transit-oriented development and other key strategies. In addition to offering brief information and website links on a broad sampling of projects, the clearinghouse more thoroughly documents the technical assistance provided through the TPB's TLC program.
2. The TLC Technical Assistance Program provides focused consultant assistance to local jurisdictions working on creative, forward-thinking and sustainable plans and projects. Technical assistance may include a range of services, such as:
  - Public involvement facilitation
  - Development and utilization of visualization techniques
  - Streetscape and infill design assistance
  - Assistance with scoping longer term planning studies
  - Help with other challenges related to strengthening transportation and land use coordination

# Planning Staff's TLC Technical Assistance Program

## Abstract/Application

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Abstract – April 4, 2014

Final Application – May 21, 2014

The Montgomery County Planning Department is requesting assistance in developing a consistent policy approach to guide the contributions and participation of the private and public sectors in providing their respective sections of the trail, and assistance in creating a trail design that will result in a consistent, recognizable trail system that will attract walkers, runners and bicycle riders and contribute to the LSC's sense of place. The design should reach at least a 15% design stage that will also enable the development of cost estimates for funding the trail. We anticipate requiring up to \$20,000 for developing the policy considerations and approximately \$40,000 for trail design, for a total assistance request equaling \$60,000. The policy guidance will be transferable to other jurisdictions that approach infrastructure implementation in a similar way.

Although there are recommendations for design features that will be desirable in the creation of the LSC Loop, there is not currently a detailed design for the trail. The design is critical for creating a trail that is recognizable throughout its length, that provides basic transportation, recreational, environmental and community functions, and that can become the central feature that the Master Plan envisions. The design work does not have to create detailed engineering plans, but it must create a trail design that is able to respond to varying right-of-way widths and other local conditions while providing a trail that is instantly recognizable as the LSC Loop throughout its alignment. The design should enable both private developers and County planners to build their respective pieces of the LSC Loop to create a consistent facility. A basic level of design is also necessary to allow the development of cost projections so that the funding requirement in the Staging element can be fulfilled.

# TLC Technical Assistance Program Award



## Current Projects: FY 2015 Technical Assistance Program

On July 16, 2014 the TPB approved nine technical assistance projects for the FY 2015 round of the TLC Program. For this application cycle, \$260,000 from the TPB's FY 2015 Unified Planning Work Program (UPWP) is available for technical assistance projects. In addition, the Maryland Department of Transportation (MDOT) committed \$160,000 from its technical assistance account for projects in Maryland, with special emphasis on projects relating to transit-oriented development (TOD). Eight of these projects are funded under the planning technical assistance program. One project is funded under the 30% Design program, which aims to support TPB jurisdictions so that they may advance a project towards implementation. All of these projects are expected to be completed by June 30, 2015.

The projects include the following:

- [District of Columbia: Connecticut Ave/Forest Hills Paving Removal Strategy](#)
- [Charles County: College of Southern Maryland, Hughesvilles Transportation Study](#)
- [City of College Park: Complete and Green Streets Policy and Implementation Plan](#)
- [Montgomery County: Creating Non-Auto Infrastructure in the Life Sciences Center](#)
- [Prince George's County: Central Avenue Connector Trail Feasibility Study](#)
- [Prince George's County: Town of Upper Marlboro Bicycle and Pedestrian Study](#)
- [Arlington County: North Sycamore Street Metro Station Area Complete Streets Design](#)
- [Arlington County: Lee Highway Multimodal Needs Assessment](#)
- [City of Fairfax: Old Lee Highway "Great Streets" Multimodal Planning](#)

# TLC Technical Assistance Program Award

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# TLC Technical Assistance Program – Current Phase

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- MWCOG has completed first phase of consultant selection process for projects under the FY 2015 TLC Technical Assistance Program, and received consultant interest questionnaires for the nine projects from 13 pre-qualified TLC consultants.
- MWCOG selected consultants from which to request proposals for each of the projects based on three factors:
  - Level of interest expressed by each consultant for each project;
  - Their initial qualifications; and
  - Their past experience with COG.
- For the Creating Non-Auto Infrastructure in the Life Sciences Center project, MWCOG plans to request two to three page proposals from the following consultants:
  - Alta Planning and Design
  - Ayers/Saint/Gross
  - Nelson/Nygaard
  - Toole Design Group
  - Rhodeside and Harwell
- MWCOG anticipates that they will be able to provide us with the proposals for our project by **mid to late September**.



# TLC Technical Assistance Program – Current Phase

- In anticipation of receiving the proposals, Planning Staff would like to get input from the GSSC IAC on the LSC Loop.

