

June 2010
approved and adopted

great seneca science corridor master plan

The Life Sciences Center



GSSC Master Plan

Staging Requirements

“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

LSC Loop

Connectivity: The LSC Loop

3.5- mile path connecting:

Districts

Destinations

Belward Farm

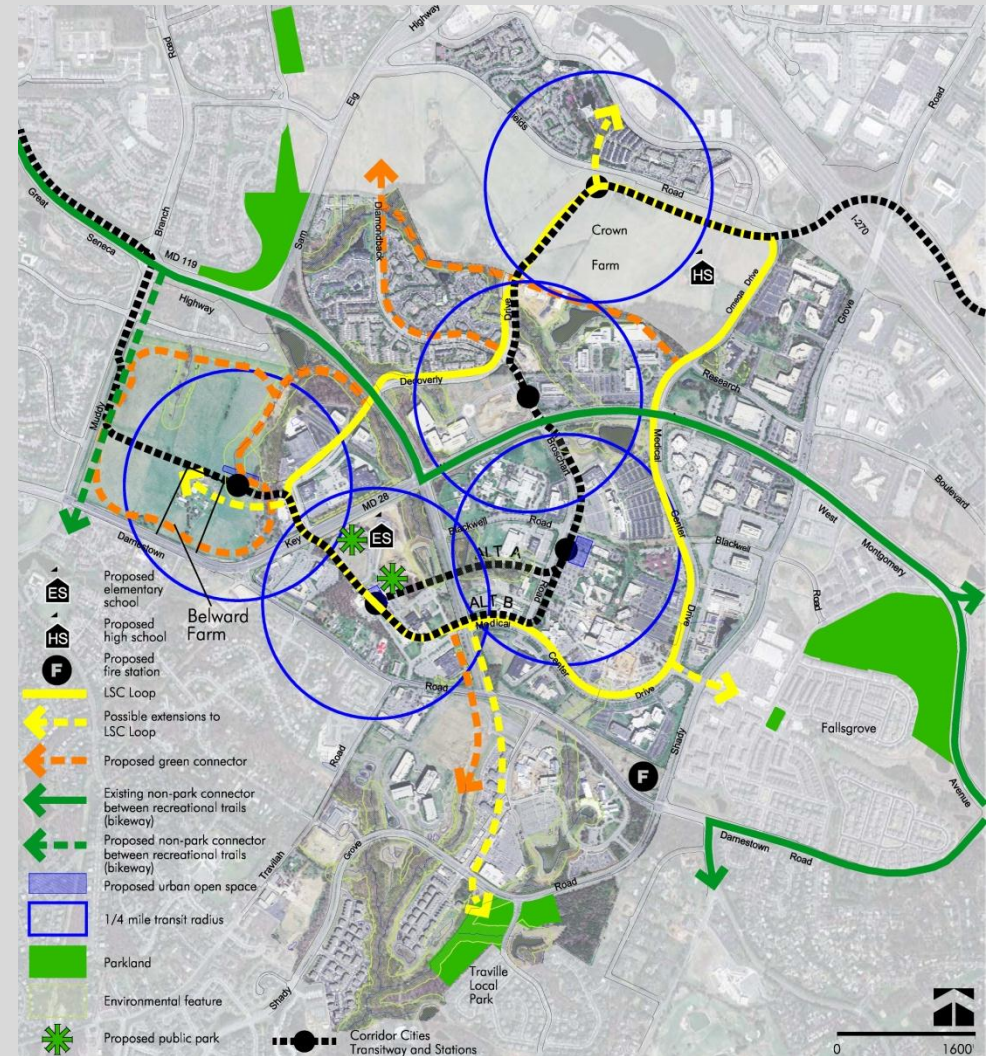
Schools

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.

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.



TRANSPORTATION/LAND-USE CONNECTIONS PROGRAM

HOME ABOUT TLC TLC CLEARINGHOUSE TECHNICAL ASSISTANCE 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



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



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 – Current Phase



After technical review of applications, and coordination with our friends at TLC, Rhodeside and Harwell was selected as our consultants to help us develop an implementation and funding strategy plan for the LSC Loop.