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## Great Seneca Science Corridor Minor Master Plan Amendment Phase One Scope of Work

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### Description

Scope of Work for the Great Seneca Science Corridor Minor Master Plan Amendment Phase One.

### Staff Recommendation

Staff recommends approval of the proposed Scope of Work.

### Summary

As directed by the Montgomery County Council in Fall 2019, an update to the 2010 *Great Seneca Science Corridor Master Plan* was placed on the Montgomery Planning work program for staff to take a closer look at the plan's staging requirements. The existing staging requirements need funding, construction and operation of the Corridor Cities Transitway (CCT), a transit option that is being evaluated through a concurrent plan – Corridor Forward: The I-270 Transit Plan. The recommendations that result from Corridor Forward, including a prioritized list of transit projects to serve communities along the I-270 Corridor, will inform the future of transit in the plan area and the potential to fulfill the vision of the 2010 Plan.

Staff proposes a two-phased approach to this plan amendment to ensure a timely response to the effective commercial development moratorium in the area and enable critical life sciences development to proceed, while also providing a unified approach that ensures the provision of critical infrastructure, facilities and amenities, equitable engagement and consistency with the county's adopted plans and policies.

*Phase One:* The first phase is a targeted, technical Minor Master Plan Amendment to evaluate and make adjustments to the Stage 1 and Stage 2 requirements of the 2010 Plan. It may include developing interim staging recommendations. The first phase directly responds to commercial development needs, specifically the need for laboratory space for vaccine development and other life sciences research. This targeted plan amendment will occur on an accelerated schedule, as detailed in the Plan Schedule section of this Scope of Work.

*Phase Two:* The second phase is a comprehensive Master Plan Amendment anticipated to evaluate recommendations for land use, zoning, urban design, transportation, environment and community facilities, as well as countywide initiatives and policies. The second phase will commence following the anticipated May 2022 approval and adoption of Corridor Forward.

This memorandum presents the Scope of Work for the first phase of the Minor Master Plan Amendment, including the proposed Plan boundaries and purpose; the context and background of the planning area; issues to evaluate; an outreach strategy and the plan schedule.

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## **INTRODUCTION**

In December 2019, the Montgomery County Council requested that Montgomery Planning initiate an amendment to the 2010 *Great Seneca Science Corridor Master Plan*, to facilitate the continued growth of the life sciences industry and advance transit options serving the Life Sciences Center.

Montgomery County has diligently worked over decades to cultivate the life sciences industry within the Great Seneca Science Corridor Plan area and in recent years, this industry has gained momentum which has increased exponentially with the COVID-19 pandemic and the pursuit for a vaccine. The tremendous growth of the life sciences industry within Montgomery County has been a catalyst for economic development and employment, and the county has a vested interest in supporting the continued growth of the life sciences industry.

However, the ability for growth has been stymied in recent years due to the staging requirements of the 2010 Plan, which allocate development based on provision of key public facilities and infrastructure including the Corridor Cities Transitway (CCT). The 2010 Plan acknowledged that it was necessary to evaluate the staging and implementation over time to assess development, infrastructure delivery, and progress toward fulfillment of the Plan vision.

As the future of the CCT is being evaluated in a parallel planning effort, Corridor Forward: the I-270 Transit Plan, staff proposes to amend the 2010 *Great Seneca Science Corridor Master Plan* in two components: 1) a technical minor amendment to evaluate the existing staging requirements as it relates to commercial development 2) a comprehensive amendment to the 2010 Plan following the approval and adoption of Corridor Forward, specifically addressing the Corridor Cities Transitway.

## **BACKGROUND AND CONTEXT**

### **Plan Area**

The Great Seneca Science Corridor Minor Master Plan Amendment (Plan Amendment) maintains the 2010 *Great Seneca Science Corridor Master Plan* (2010 Plan) boundary. As shown in Figure 1, the boundary includes the Life Sciences Center, the western Quince Orchard neighborhoods and enclave areas such as the National Institute of Standards and Technology and Rosemont, which are nearly surrounded by municipalities. The City of Gaithersburg occupies 10 square miles in the center of the Plan area. The City of Rockville borders the Plan area on the east and the Town of Washington Grove is located to the northeast.

## Great Seneca Science Corridor Master Plan

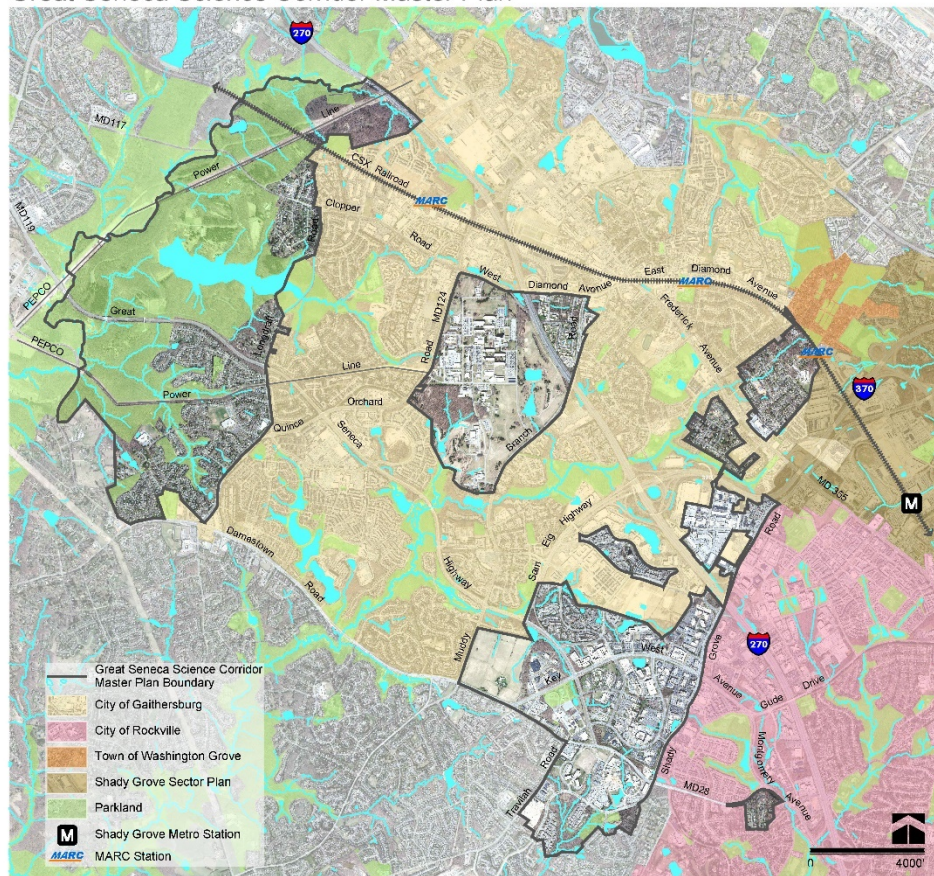


Figure 1: Great Seneca Science Corridor Minor Master Plan Amendment - Proposed Plan Area

## Approach to the Amendment

Staff proposes a two-phased approach for the Plan Amendment, essentially two amendments in rapid succession. The first phase initiates a 10-year check up on the 2010 Plan, focused primarily on the Plan's Stage 1 and Stage 2 requirements. The second phase anticipates a comprehensive amendment to align the vision, recommendations, and overall staging requirements with the county's recently adopted plans and priorities.

Staff proposes this approach because there is a critical need to support the life sciences industry both for the county's economic health and contributions to the advancement of health, including vaccines for the ongoing COVID-19 pandemic. While the county experienced sluggish job growth in most employment sectors over the last decade, between 2010 and 2018, the life sciences industry grew by over 30 percent between 2010 and 2018. As the county faces budget shortfalls, the ongoing demand for life science industry expansion in Montgomery County offers a source of revenue and employment.

During the COVID-19 pandemic, pressure for life science development has only increased in the county. Several companies in the Life Sciences Center have been involved in research, development and production of vaccines, rapid testing, and antibody testing. These biotech companies have received over \$2 billion in federal funding for these efforts.

While there is a demand for expansion of existing and creation of new biotech facilities, the ability for growth has been stymied in recent years due to the staging requirements of the 2010 Plan, which allocate development based on provision of key public facilities and infrastructure including the CCT.

Non-residential development capacity, which includes development of facilities for research, development, and production, has reached the limit in the 2010 Plan's Stage 1 requirements. According to the existing staging requirements, the first segment of the CCT must be fully funded before development can proceed under Stage 2. The Maryland Department of Transportation (MDOT) recently declined to provide additional funding for the design and construction of the CCT, resulting in an uncertain future for this important transit project. With the CCT on hold, development in the Life Sciences Center has been muted even as the demand grows.

The vision of the 2010 Plan is rooted in the CCT; any changes to the CCT will require a comprehensive review of the vision, goals and implementation of the 2010 Plan. A parallel planning effort to this amendment, Corridor Forward, is currently evaluating the future of the CCT among other transit options along the I-270 Corridor. Based on these factors, staff proposes the two-phased approach to address an immediate need, followed by a comprehensive assessment of the long-term vision for the Plan area.

The first phase, which is the focus of this Scope of Work, will offer modernized staging recommendations allowing progress toward the 2010 Plan vision at this crucial time, while Corridor Forward comprehensively evaluates transit options. The second phase—a more comprehensive amendment following the adoption of Corridor Forward—provides an opportunity to align the vision, recommendations and overall staging requirements of the 2010 Plan with the county's defined transit priorities, including any alteration to the CCT. The second phase will also provide an opportunity to integrate policy guidance from countywide plans and initiatives including Thrive Montgomery 2050 and Vision Zero as well as employ a robust outreach and engagement strategy to create a plan that advances racial equity and social justice.

This memorandum lays out the Scope of Work for the first phase of the Minor Master Plan Amendment, addressing the background, purpose, issues to be addressed, and community engagement.

## **PLANNING FRAMEWORK**

### **General Plans**

The 1964 General Plan, *On Wedges and Corridors*, imagined a radial development pattern emanating from downtown Washington, DC, with urban nodes dotting major transportation corridors. The 1964 General Plan identifies the I-270 Corridor, which includes the core of the Plan Amendment area, for concentrated, high-density development or Corridor Cities. The dense Corridor Cities would be supported by a comprehensive transportation system which would include a major highway network and rail lines. These planned cities, nicely spaced from one another, would allow for orderly, clustered development and efficient transportation with high quality transit.

The 1993 *General Plan Refinement of the Goals and Objectives for Montgomery County* supports the enduring vision of the 1964 General Plan and reaffirms the commitment to the Corridor Cities as offering the “best pattern for transit serviceability and provide the area in which major compact centers can flourish.” (p. 9). The 1993 General Plan Refinement recognizes the I-270 Corridor as an economic engine for the County, where knowledge and information-based businesses have grown, while noting that the Corridor is still evolving.

Thrive Montgomery 2050, an update to the General Plan, is currently underway. The update promotes a diverse, resilient and equitable economy. While the web of corridors and centers has grown, in its draft form, Thrive Montgomery 2050 also continues to champion growth along corridors in defined centers. It recognizes the crucial role of transit and vibrant mixed-use development in supporting our economic competitiveness and environmental sustainability.

## **Great Seneca Science Corridor Master Plan**

The vision for a science center in Montgomery County, developed more than half 50 years ago, was initially spurred by pressure from federal agency expansion. This vision has evolved into an economic driver in the county. In 1957, the federal government bought two properties adjacent to I-270 in Gaithersburg to serve as the headquarters of what is now known as the National Institute of Standards and Technology (NIST). Over the next several decades large corporations, such as IBM and National Geographic, joined NIST in the area. The roots of the Life Sciences Center can be traced to the 1971 *Gaithersburg Vicinity Master Plan* which proposed a medical center and paved the way for the Shady Grove Adventist Hospital.

In the 1980s, as part of the county's economic development program, Montgomery County strategically invested in the area to improve its competitive position to attract the life science industries. The Life Science Center (LSC) was created on approximately 300 acres of publicly owned land and surrounding available land for medical services, educational institutions, to attract research and development companies. The county worked to bring educational institutions to the area, by donating land to Johns Hopkins University Montgomery County Campus (JHU-MCC) and to the University of Maryland for the Universities at Shady Grove (USG) to complement the existing medical services.

The 2010 *Great Seneca Science Corridor Master Plan* built upon the evolving vision of the Life Sciences Center. The Plan established a vision of transforming the LSC into a walkable, vibrant science center with a mixture of uses served by transit as well as an array of services and amenities for residents, workers and visitors. In addition to establishing the Implementation Advisory Committee and the Biennial Monitoring Report, the 2010 Plan acknowledged that achieving this ambitious vision required periodic review of the Plan's progress and implementation of recommendations.

### *Vision*

The 2010 Plan establishes a vision for the LSC as a biotechnology, healthcare and higher education hub which "includes an expanded, first-class medical center, research facilities, academic institutions, and an array of services and amenities for residents, workers, and visitors" (P. 15). Divided into five districts, the LSC is home to a major hospital, academic institutions, and private biotechnology companies, including Shady Grove Adventist Hospital, JHU-MCC, the Universities at Shady Grove, and the National Cancer Institute's consolidated headquarters.

The 2010 Plan recognizes the centrality of transit in transforming the LSC into a dynamic live/work community and notes, "Transit is an essential element of this Plan and is the basis for the land use and zoning recommendations. A strong public and private commitment to the Plan's transit proposals will help ensure that the LSC is connected internally as well as to the rest of the Corridor." The 2010 Plan recommends aligning the Corridor City Transitway through the LSC, providing four stations which would be the center of new development and amenities.



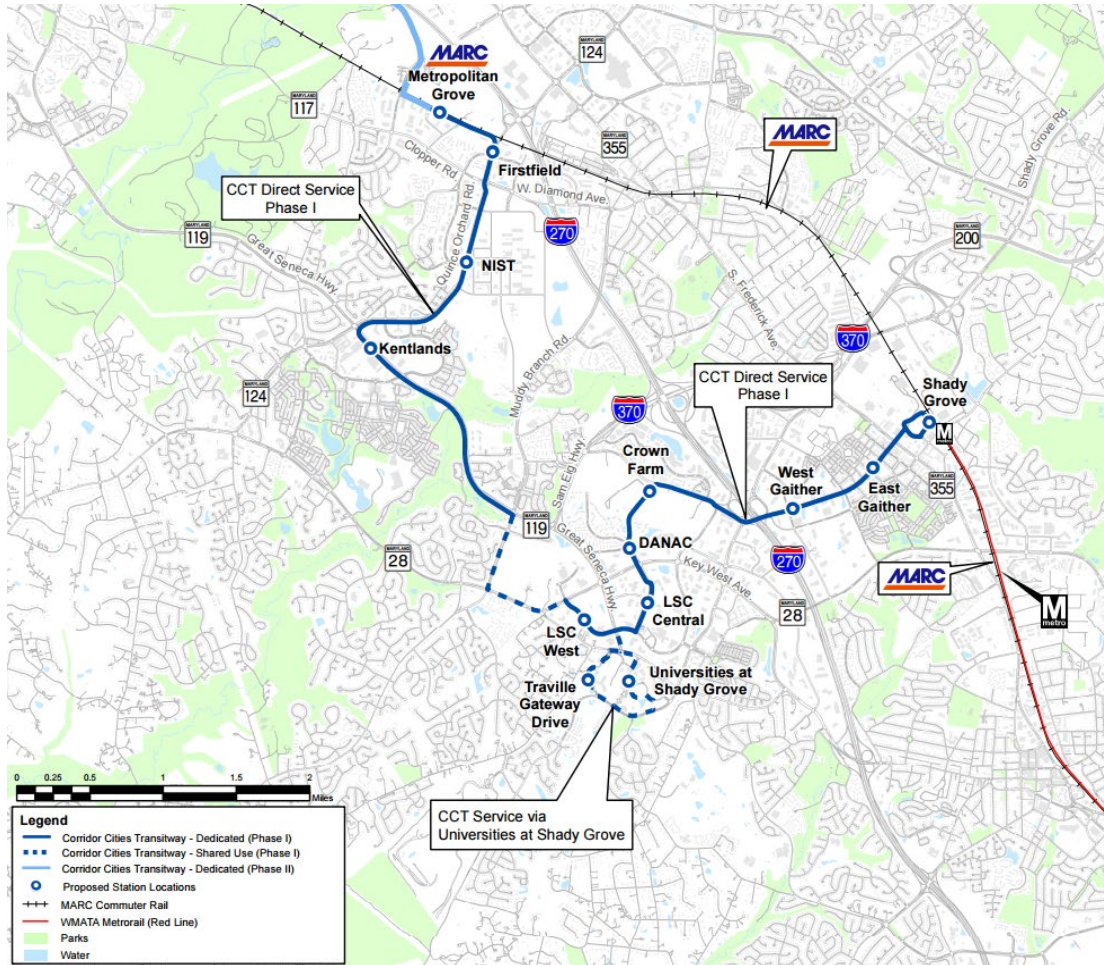


Figure 2: Corridor Cities Transitway proposed alignment and phasing from Maryland Transit Authority

Additionally, the 2010 Plan includes several communities outside of the LSC. The areas of Quince Orchard and the McGowan property are located in the county but are completely or nearly completely surrounded by a municipality. The enclaves of National Institute of Standards and Technology, Rosemont, Oakmont and Walnut Hill, Washingtonian Residential, Washingtonian Light Industrial Park, and Hi Wood are either within the City of Gaithersburg or the City of Rockville. The 2010 Plan does not anticipate major changes to these areas.

### Staging

The 2010 Plan included staging requirements to ensure that growth and development in the LSC would not overburden surrounding communities. These staging requirements aim to preserve residents' quality of life by ensuring that growth is delivered and timed with the infrastructure necessary to support growth, especially transit.

Staging requirements address the timing of development and the provision of key public facilities and amenities within the lifetime of a sector or master plan. Staging requirements are meant to ensure that incremental development is accompanied by infrastructure, public facilities, services or specific milestones so that development advances at a pace consistent with the delivery of infrastructure and services necessary to support it.

Funding, construction, and operation of the CCT is the centerpiece of staging requirements in the four development stages. In Stage 1, the 2010 Plan provides for 10.7 million commercial square feet of development (existing development and the approved pipeline), plus an additional increment of 400,000 square feet. The development capacity for Stage 1 has been allocated and additional commercial development cannot proceed until all the prerequisites for Stage 2 are met. Stage 2 requires full funding of the CCT from the Shady Grove Metrorail Station to Metropolitan Grove within the first six years of the county's Capital Improvement Program or the State Consolidated Transportation Program. See Attachment 1 for detailed staging capacity and staging requirements.

### **Corridor Forward Plan**

A concurrent planning effort to the Plan Amendment, Corridor Forward, launched in Spring of 2020, with the Scope of Work approved by the Planning Board on April 30. Corridor Forward is evaluating potential transit options—including the CCT—that could serve communities along the I-270 Corridor, the county's main north-south corridor. It will prioritize these options based on the county's strategic, economic, environmental, and community needs, and create a roadmap detailing the major steps that must be taken to realize the highest-priority project(s).

Corridor Forward will produce a prioritized list of transit options and may recommend a change to the CCT, such as realignment, or may identify higher priority transit projects for communities along the I-270 Corridor.

### **DEVELOPMENT TRENDS**

Since the approval and adoption of the 2010 Plan, the LSC has attracted world class biotechnology and life science companies as well as healthcare and higher education institutions. Major residential projects have provided new homes near workplaces, leading the way to a transformation of the LSC into a vibrant area to live and work, as envisioned in the 2010 Plan. Despite the growth, development applications submitted since the 2010 Plan approval are not delivering the building forms, residential or employment densities envisioned in the 2010 Plan, which affects the activity levels as well as traffic.

### **Commercial Development**

The 2010 Plan Stage 1 permitted the construction of an additional 400,000 square feet of new commercial (non-residential) development beyond the existing 7 million square feet and approved 3.7 million square feet of non-residential development. Since the 2010 Plan, the maximum new commercial development has been approved. Over 1.66 million square feet of non-residential development or roughly 45 percent of the approved 3.7 million square feet of non-residential development in the 2010 Plan remains unbuilt. The bulk of the approved yet unbuilt capacity belongs to the Johns Hopkins University – Belward Campus site which occupies 1.4 million square feet of approved commercial capacity.

According to the Montgomery County Economic Development Corporation, since 2018 life science tenants have accounted for more than 20 percent of the total leasing activity in suburban Maryland, and today demand continues to grow. There is currently demand for an additional 500,000 square feet of life science real estate in the market.



There also appears to be a mismatch between the types of commercial spaces available and the types of spaces that are in demand. While there is available office space, lab space which is much more expensive to build than ordinary office space and commands higher rents, is in great demand.

Table 1: Commercial Development Since 2010 Plan Area

Project Name	Existing SF	Approved/ Unbuilt SF	New SF Approved	Total SF
9800 Medical Center Drive	281,379	32,271	230,929	544,579
JHU - Medical Center	742,936	151,700	169,071	1,063,707
JHU- Belward Campus	390,000	1,410,000	0	1,800,000
Travilah Square	41,802	14,490	0	56,292
Shady Grove Adventist Hospital	574,980	51,930	506,946**	1,133,856
Existing Commercial Development Prior to 2010 Plan	6,940,000			
<b>Total</b>	<b>8,971,097</b>	<b>1,660,391</b>	<b>400,000</b>	<b>11,538,434</b>

\*\* Exempt from the requirements of Stage 1

## Residential Development

The 2010 Plan allows 2,500 new dwelling units in Stage 1 and also permits property owners with approved commercial development to re-subdivide and convert the approved square footage to residential units. The Mallory Square project, approved in 2012, was completed using a mix of new units approved and units converted from commercial square feet. Other residential projects have relied solely on units converted to commercial, as described in Table 2. Therefore, 2,189 units remain, which does not include projects not yet submitted to Montgomery Planning such as future projects on the former Public Safety Training Academy site.

Table 2: Residential Development in the 2010 Plan Area

Project Name	Approved/ Unbuilt	Units Converted from Commercial*	New Units Approved	Total Units
Hanover Shady Grove	0	366	0	366
Mallory Square	0	371	311	682
Camden Shady Grove	0	475	0	475
Travilah Grove	300	0	0	300
<b>Total</b>	<b>300</b>	<b>1,212</b>	<b>311</b>	<b>1,823</b>

\*Units contained in Table 3 as well.

## Residential Conversions

As noted above, the 2010 Plan allowed the owner of a property approved for commercial development to re-subdivide and convert to residential development. This conversion is exempt from staging, as long as the change does not increase vehicle trips.

Table 3: Preliminary Plan Tracking – Approved Conversions in the 2010 Plan Area

Plan Name	Commercial Square Feet to be Converted	Residential Units
Hanover Shady Grove	120,063	366
Mallory Square	112,358	371
Camden Shady Grove	155,330	475
<b>Total</b>	<b>387,751</b>	<b>1,212</b>

## PURPOSE OF THE MINOR MASTER PLAN AMENDMENT

The 2010 Plan acknowledges that achieving its ambitious vision requires periodic review of the Plan's progress and implementation of recommendations to allow for needed adjustments. It is appropriate to review the Plan's progress now, a decade following the Plan's adoption, and evaluate the growth, development and infrastructure investment that has occurred since 2010. In addition to evaluating progress over the last decade, there are three critical factors necessitating review:

1. The development capacity for Stage 1 has been allocated and additional commercial development cannot proceed until all the prerequisites for Stage 2 – including the full funding of the CCT between the Shady Grove Metrorail Station and Metropolitan Grove – are met.
2. The future of the CCT, the centerpiece of the 2010 Plan vision, is uncertain with no plans for further work or funding, as required by the Stage 2 requirements.
3. There is a pressing need to accommodate life science development to support the county's economic health, promote employment growth and further advancements in science, including the development and distribution of life-saving vaccines.

These critical factors necessitate a swift approach to the Plan Amendment to enable development to proceed paired with available mobility and transportation tools. The purpose of the Plan Amendment is to provide an opportunity to uphold the vision of the 2010 Plan, while making adjustments for new and unanticipated realities like evolution in transportation, economic trends, and more.

The first phase of the Plan Amendment will provide rapid, targeted analysis and recommendations that move toward realizing the 2010 Plan vision despite lack of funding for the CCT. The first phase will also provide relief to the life sciences industry development pressure at this crucial time for the county and for the industry, enabling a comprehensive analysis of transportation priorities in the area in advance of Corridor Forward.

## Elements to Explore

The first phase of the Plan Amendment will provide a progress snapshot of development and infrastructure investments since adoption of the 2010 Plan, evaluate the staging requirements of the Plan's Stage 1 and 2 requirements and develop recommendations to modernize the Stage 2 requirements consistent with identified needs, current county transportation policy and development in the area.

Staff will evaluate existing traffic conditions, infrastructure and services implemented since 2010 as well as the evolution in transportation options over the last decade. Staff will also consider the work of the Montgomery County Department of Transportation (MCDOT) to introduce improved transit service between Shady Grove, the Life Sciences Center and Metropolitan Grove and assess appropriate development thresholds for the Stage 2 requirements.

The Plan Amendment will include:

- **An up-to-date Progress Snapshot:** The progress snapshot will summarize and analyze existing conditions, including development patterns and trends (types of uses, densities, heights, number of new employees/residents), public infrastructure and amenities (parks, the LSC Loop, forthcoming MCDOT Transit, etc.) as well as traffic conditions. The snapshot will also compare current existing conditions to the expectations and vision of the 2010 Plan.
- **Evaluation of Staging Requirements:** Staff will review the Stage 1 and 2 requirements and evaluate the current needs of the LSC and surrounding area. This evaluation will incorporate data from the progress snapshot and consider the role of approved but not yet built development. It will also examine potential transportation benchmarks and services, integrating the work of MCDOT on short-term transit options for the LSC area.
- **Modernization of Staging Requirements:** The amendment will include development of recommendations to update the Stage 1 and 2 requirements consistent with identified needs, current county transportation policy and modern tools. Recommend interim staging requirements to allow additional development during this crucial time for the life sciences industry.

## COMMUNITY OUTREACH AND ENGAGEMENT

Community outreach and engagement for the Plan Amendment, like the Scope of Work for the first phase, will be targeted. Staff will hold listening sessions with community members to benefit from community knowledge and understand their experiences as well as their perceptions of progress, opportunities, and obstacles, to realizing the Plan's vision. Staff will also discuss possible public benefit options (e.g., more open space, a community amenity fund, alternate/temporary transit options) to balance any minor staging amendments recommended.

Additionally, throughout the Plan Amendment process staff will consult with the Great Seneca Science Corridor Implementation Advisory Committee (IAC), which was established by the 2010 Plan. Staff initiated consultation with the IAC in virtual meetings held on July 28 and September 15, 2020. During these meetings, staff notified the IAC of the proposed Plan Amendment, introduced the purpose and approach, and requested feedback on the approach as well as local concerns in the area.

As with all plans, staff will also meet with other government agencies, landowners, state representatives and other stakeholders to understand their realities, concerns, and plans -- and to better understand existing conditions in the Great Seneca Science Corridor area. Staff will also create educational and promotional materials to explain the key issues and trends in the area as well as the two-phased approach to the Plan Amendment. Anticipated materials include an explainer on staging, an engaging website and periodic e-newsletters.

## **PLAN SCHEDULE**

The Great Seneca Science Corridor Minor Master Plan Amendment was initiated in July 2020 and the Planning Board Draft of the Master Plan is scheduled for transmission to the County Executive and the County Council by August 2021. Significant milestones are outlined below.

October 2020:	Scope of Work
October 2020 – March 2021	Outreach, Analysis and Plan Development
April – July 2021:	Planning Board Review: Public Hearing and Work Sessions
August - September 2021:	County Executive Review of Planning Board Draft
October – December 2021:	County Council Review: Public Hearing and Work Sessions
January – March 2022:	Commission Adoption
March -May 2022*:	Corridor Forward Council Review
July 2022*:	Initiation of Phase Two: Great Seneca Science Corridor Minor Master Plan – a comprehensive update

\*Not included in this project Scope of Work

## **STAY CONNECTED**

### **Staff Contacts**

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**Project Webpage:** <https://montgomeryplanning.org/planning/communities/midcounty/great-seneca-science-corridor/great-seneca-science-corridor-master-plan-minor-master-plan-amendment/>

**Twitter:** @montgomeryplans

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Attachment 1 – 2010 Great Seneca Science Corridor Master Plan, staging section

## Staging

Master plan staging addresses the timing of development and the provision of key public facilities. Staging assures sufficient capacity for the next phase of growth, provides essential place-making facilities, helps achieve a desired form of development, as well as necessary connections for efficient mobility within and around an area. Experience shows that all density allowed by zoning is rarely built and certainly not all at once. Market absorption rates are one limiting factor. Realizing the vision in this Plan will take time; its implementation should be monitored to evaluate how development is achieving the vision.

The Annual Growth Policy (AGP) is used to establish the policies and procedures for administration of the Adequate Public Facilities Ordinance (APFO). The LSC is in the R&D Village policy area, where the AGP indicates that, by suburban standards, area roads are congested and certain school clusters are overcrowded. Any new development will need to mitigate a percentage of its impact before it can move forward. The goal of the APFO is to ensure that transportation and school facilities have sufficient capacity for the Planning Board to approve specific development projects.

In addition to the APFO standards, this Plan recommends staging to ensure that infrastructure, particularly the CCT, is in place before development is allowed to proceed. Staging is applied to all five LSC districts with the exception of the Rickman property in LSC South. Each development stage will be initiated when all of the triggers for that stage are met. After a stage has been triggered, individual properties can proceed with Preliminary Plan approval.

The CCT is the centerpiece of the Plan's vision for the LSC. The Plan promotes transit-oriented development by concentrating higher density uses near future CCT stations. Staging principles seek to prevent the construction of low intensity uses at transit stations that could preclude or delay the recommended higher intensity uses. To achieve the vision, a mix of uses, particularly at transit stations, should be part of new development and redevelopment to enliven these areas, increase and encourage transit use, and help create a more dynamic Life Sciences Center.

The Plan provides stages and amounts of development that are tied to the CCT's funding, construction, and operation to ensure that transit is available as development proceeds. Relocation of the PSTA from the LSC West District is a part of staging to ensure that the alignment through the LSC can be achieved and to provide new housing with increases in jobs. Staging also requires that the non-driver mode share be documented and that increases be achieved over time, a goal that results in reduced traffic congestion and increased transit use. Public institutions are not subject to staging because these projects are reviewed as mandatory referrals.

### Staging Requirements

In 2010, the LSC contains 7 million square feet of commercial development. Approximately 3.7 million square feet of commercial (non-residential) development has been approved but is not yet built in the five LSC districts. The total existing and approved commercial development in all five LSC districts is 10.7 million square feet. The total existing and approved dwelling units in the LSC area is 3,300.

This Plan recommends that the staging plan and its requirements be applied to all five LSC districts except the Rickman property in LSC South. The 3.7 million square feet of development in the pipeline is not subject to the Plan's staging requirements unless a project's Preliminary Plan expires. The owner of a property approved for commercial development may re-subdivide and convert to residential development and still be exempt from staging, provided that the change in development will not increase the number of vehicle trips. This may require an administrative adjustment in the number of approved jobs and housing units exempt from staging. If a Preliminary Plan expires, the development capacity associated with it becomes available to all eligible applicants. This released capacity would



essentially shift from the category of approved, pipeline development to the category of additional new development, while the total in the stage would remain unchanged.

In Stage 1, the Plan provides for the current 10.7 million commercial square feet (existing development and the approved pipeline), plus an additional increment of 400,000 square feet. Health care services are exempt from the requirements of Stage 1. Development above 11.1 million commercial square feet cannot proceed until all the prerequisites for Stage 2 have been met, including full funding of the CCT from the Shady Grove Metro Station to Metropolitan Grove within the first six years of the County's CIP or the State CTP.

**Stage 1**

Stage 1 allows an additional 400,000 square feet of commercial (nonresidential) development and 2,500 additional dwelling units. Existing and approved development totals 10.7 million square feet and Stage 1 allows 400,000 additional square feet for a total of up to 11.1 million square feet. Health care services are exempt from the requirements of Stage 1. Stage 1 allows 2,500 additional residential dwelling units.

7,000,000 existing development  
3,700,000 approved development  
400,000 additional new development  
11,100,000 Total Stage 1 commercial development

3,300 existing and approved dwelling units  
2,500 additional new dwelling units  
5,800 Total Stage 1 residential dwelling units

**Stage 2**

Stage 2 allows a total of 13.4 million square feet of commercial development and 7,300 dwelling units, of which up to 11.1 million square feet of commercial development and 5,300 dwelling units may have been built in Stage 1. After all the prerequisites required before Stage 2 have been met, development above 11.1 million can proceed, including an additional 2.3 million square feet of additional commercial development, up to a total of 13.4 million square feet. Stage 2 allows 2,000 additional residential dwelling units.

11,100,000 Stage 1 development  
2,300,000 Stage 2 additional new development  
13,400,000 Total Stage 2 commercial development

5,800 Stage 1 dwelling units  
2,000 Stage 2 additional dwelling units  
7,800 Total Stage 2 residential dwelling units

**Stage 3**

Stage 3 allows a total of 15.7 million square feet of commercial development and 9,000 dwelling units, of which 13.4 million square feet of commercial development and 7,300 dwelling units may have been built in Stages 1 and 2. After all the prerequisites required before Stage 3 have been met, development above 13.4 million square feet can proceed, including an additional 2.3 million square feet of new development, up to a total of 15.7 million square feet. Stage 3 allows 1,200 additional residential dwelling units.

13,400,000 Stage 2 development  
2,300,000 Stage 3 additional new development  
15,700,000 Total Stage 3 commercial development

7,800 Stage 2 dwelling units  
1,200 Stage 3 additional dwelling units  
9,000 Total Stage 3 residential dwelling units

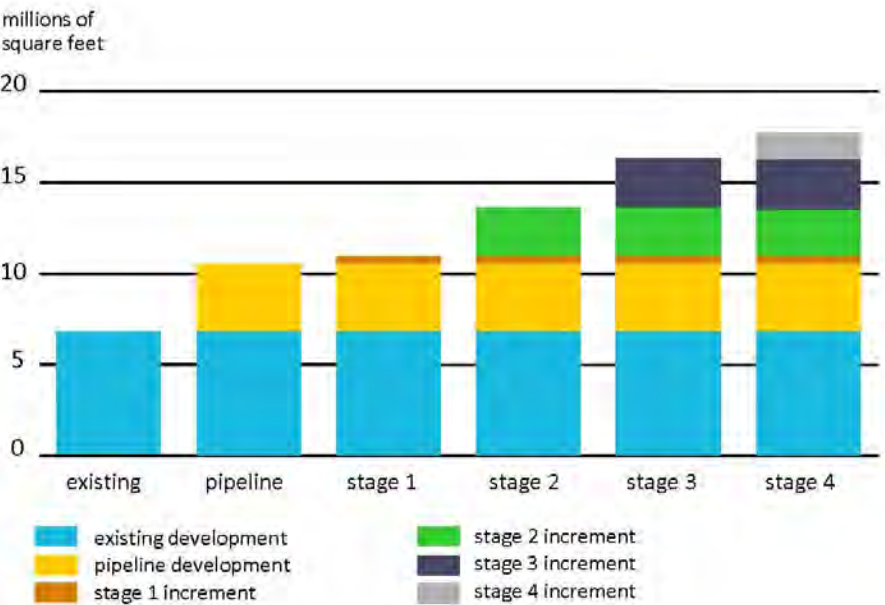
**Stage 4**

Stage 4 allows a total of 17.5 million square feet of commercial development and 9,000 dwelling units, of which 15.7 million square feet of commercial development and all the residential development may have been built in the previous stages. After all the prerequisites required before Stage 4 have been met, development above 15.7 million square feet can proceed, including an additional 1.8 million square feet of new commercial development, up to a total of 17.5 million square feet.

15,700,000 Stage 3 development  
1,800,000 Stage 4 additional new development  
17,500,000 Total Stage 4 development at full buildout

9,000 Stage 3 dwelling units  
No Stage 4 additional dwelling units  
9,000 Total Stage 4 residential dwelling units

**table 3 staging of commercial development**



## stages of development and requirements at each stage

Before Stage 1 begins, all of the following must occur:

- Approve and adopt the Sectional Map Amendment.
- Fund and begin operating the Greater Shady Grove Transportation Management District (TMD).
- Designate the LSC Central, West, Belward, and North Districts as a Road Code Urban Area.
- Include the entirety of the Rickman property on Travilah Road in the R&D Policy Area.
- Document the baseline of non-driver mode share through monitoring and traffic counts.
- Develop a monitoring program for the Master Plan within 12 months of adopting the sectional map amendment that addresses the following:
  - The Planning Board must develop a biennial monitoring program for the LSC. This program will include a periodic assessment of development approvals, traffic issues (including intersection impacts), public facilities and amenities, the status of new facilities, and the CIP and Growth Policy as they relate to the LSC. The program should conduct a regular assessment of the staging plan and determine if any modifications are necessary. The biennial monitoring report must be submitted to the Council and Executive prior to the development of the biennial CIP.
  - The Planning Board must establish an advisory committee of property owners, residents, and interested groups (including adjacent neighborhoods in Gaithersburg and Rockville), with representation from the Executive Branch, the City of Rockville, and the City of Gaithersburg that are stakeholders in the redevelopment of the Plan area – to evaluate the assumptions made regarding congestion levels, transit use, and parking. The committee’s responsibilities should include monitoring the Plan recommendations, monitoring the CIP and Growth Policy, and recommending action by the Planning Board and County Council to address issues that may arise, including, but not limited to, community impacts and design, and the status and location of public facilities and open space.
  - Dependent on availability of outside funding, the Planning Board must initiate an ongoing health impact assessment of development in the Plan area, with the participation of the Montgomery County Department of Health and Human Services, Department of Environmental Protection, Department of Transportation, the City of Gaithersburg, and the City of Rockville.

### Stage 1

New Commercial Development Allowed	400,000 square feet
Total Commercial Development Allowed	11.1 million square feet
New Residential Development Allowed	2,500 dwelling units
Total Residential Development Allowed	5,800 dwelling units

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

- Fully fund construction of the CCT 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 Safety 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).

<b>Stage 2</b>	New Commercial Development Allowed	2.3 million square feet
	Total Commercial Development Allowed	13.4 million square feet
	New Residential Development Allowed	2,000 dwelling units
	Total Residential Development Allowed	7,800 dwelling units

Before Stage 3 begins, all of the following must occur:

- CCT is under construction from Shady Grove Metro Station to Metropolitan Grove and at least 50 percent of the construction funds have been spent.
- Program for completion within six years any needed master-planned transportation improvement identified by the most recent biennial monitoring review to be needed at this time.
- Construct and open at least one public street (such as Medical Center Drive extended) across LSC West and Belward to provide a direct connection across major highways and between the districts, contributing to place-making and connectivity.
- Attain a 23 percent NADMS.

<b>Stage 3</b>	New Commercial Development Allowed	2.3 million square feet
	Total Commercial Development Allowed	15.7 million square feet
	New Residential Development Allowed	1,200 dwelling units
	Total Residential Development Allowed	9,000 dwelling units

Before Stage 4 begins, all of the following must occur:

- Begin operating the CCT from the Shady Grove Metro Station to Clarksburg.
- Program for completion within six years any needed master-planned transportation improvement identified by the most recent biennial monitoring review to be needed at this time.
- Attain a 28 percent NADMS.

<b>Stage 4</b>	New Commercial Development Allowed	1.8 million square feet
	Total Commercial Development Allowed	17.5 million square feet
	Total Residential Development Allowed	9,000 dwelling units

### Plan Evaluation

Revisiting this Plan in regular intervals—focusing on the LSC—is particularly important to assess how the area is developing, the need for infrastructure delivery, and if the vision is being achieved.

The review of the Plan should examine:

- the CCT's delivery schedule
- traffic generation and roadway performance
- the jobs to housing balance—are local workers occupying the housing
- the built form's evolution
- absorption rates to determine the rate of needed infrastructure delivery
- costs to the County
- the area institutions' investment in the Plan's vision.