



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Al R. Roshdieh
Director

October 9, 2017

Mr. Patrick Butler, Planner Coordinator
Area 2 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Sketch Plan Letter
Sketch Plan No. 320180040
Viva White Oak

Dear Mr. Butler:

We have completed our review of the Sketch Plan dated August 18, 2017 (revision date) on e-plans. This plan was reviewed by the Development Review Committee at its meeting on September 19, 2017. We recommend approval for the plan based to the following comments:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the Department of Permitting Services in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.

1. MCDOT does not object to the applicant submitting a preliminary plan for this project.
2. Pay the Montgomery County Department of Transportation plan review fee in accordance with Montgomery County Council Resolution 16-405 and Executive Regulation 28-06AM ("Schedule of Fees for Transportation-related Reviews of Subdivision Plans and Documents").
3. *At the preliminary plan stage:*
 - a. We recommend all roads in the development should be publicly maintained; any proposal for private roads needs a stronger justification that demonstrates why public streets are infeasible per Chapter 50 Ordinance 18-19 Section 4.3. (E). (4). (b to d).

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Located one block west of the Rockville Metro Station

- b. FDA Boulevard, Industrial Parkway/FDA Parkway and Proposed B-5 (from FDA Boulevard to southern end of the Washington Adventist Hospital property boundary) are the master planned streets; they should be constructed as public streets per MCDOT Context Sensitive Design Standards and Complete Street Policy. Submit Design Exceptions for any modification to County Standards, policies, and /or procedures.
 - c. Provide a typical section for all existing and proposed public roadways.
 - d. FDA Boulevard and FDA Parkway are classified as Arterial Roads in the Master Plan. Provide minimum 600' spacing between the proposed median brakes.
 - e. Submit a storm drain capacity and impact analysis, prepared in accordance with MCDOT Drainage Design Criteria if any portion of the subject site drains to the Montgomery County public storm drain system.
 - f. Submit a completed, executed MCDOT Sight Distances Evaluation certification form, for all existing and proposed site entrances onto existing County-maintained roads, for our review and approval.
 - g. Provide concept roadway profiles for all proposed public roadways for our review.
4. Proposed roadway B-5 (FDA Boulevard to the Washington Adventist Hospital) is an important connection for public transit. Provide details of the transition from a 60-ft right-of-way (from Plum Orchard Drive to the southern end of the Washington Adventist Hospital property boundary) to the 70-ft. right-of-way as mentioned in the master plan. We believe this street needs to be constructed during the first phase of the Development.
5. Sheet Number 07-SK4-001-Relationships of Existing/Proposed Buildings & ROWs:
- A. FDA Parkway and FDA Boulevard:
 - The cross section does not show any separate parking lanes.
 - There is no buffer between the sidewalk and the bikepath.
 - The sidewalk should be minimum 5-ft. wide.
 - For median BRT lanes, our preferred lane width is 12 feet plus a 1-foot gutter pan.
 - Please coordinate with MCDOT for the roadway cross section.
 - Does the cross section for FDA Boulevard as shown extend along the stream buffer also?

B. Proposed B-5:

- There is no buffer between the sidewalk and the bikepath as shown in the crosssection.
 - The sidewalk should be minimum 5-ft. wide.
 - Please coordinate with MCDOT for the roadway cross section.
6. Improvements in the County maintained rights-of-way will be determined at the preliminary plan stage following review of the plan related documents.
 7. We recommend that the applicant coordinate with Ms. Joana Conklin, of Montgomery County DOT regarding the Bus Rapid Transit (BRT) alignment and the proposed BRT stations. Ms. Conklin can be reached at joana.conklin@montgomerycountymd.gov or at 240-777-7195.
 8. We recommend that the applicant coordinate with Mr. Matt Johnson of our Transportation Engineering Section at matt.johnson@montgomerycountymd.gov or at 240-777-7237 regarding the proposed bikelanes along the public right-of-ways.
 9. At the preliminary plan stage, please coordinate with Ms. Stacy Coletta and Ms. Deanna Archey of our Division of Transit Services to coordinate improvements to the RideOn bus facilities in the vicinity of this project. Ms. Coletta may be contacted at 240 777-5800 and Ms. Archey may be contacted at 240-777-5828.
 10. The proposed Roundabout as shown on FDA Parkway will need operational approval by MCDOT and traffic analysis to justify the need/desirability of the roundabout. Please provide details of how the BRT and the traffic operate within the proposed roundabouts. At or before preliminary plan stage, please coordinate with Mr. Khursheed Bilgrami of our Division of Traffic Engineering & Operations to coordinate Traffic Operations and Traffic Impact Study. Mr. Bilgrami may be contacted at 240 777-2190.
 11. The traffic circle as shown on proposed B-5 will need operational approval by MCDOT. Please provide written justification for the need of the Traffic Circle. At or before preliminary plan stage, please coordinate with Mr. Khursheed Bilgrami of our Division of Traffic Engineering & Operations to coordinate Traffic Operations and Traffic Impact Study. Mr. Bilgrami may be contacted at 240 777-2190.
 12. Applicant to coordinate with SHA on the master planned interchange at US-29 and Tech Road/Industrial Parkway.

13. The development is subject to the White Oak Local Area Transportation Improvement Program (LATIP) fee. We recommend that the applicant coordinate with Mr. Andrew Bossi of our Office of Transportation Policy at andrew.bossi@montgomerycountymd.gov or at 240-777-7170 regarding the White oak LATIP Fee and credits for this development.
14. Transportation Demand Management and Transit related comments:
 - At or before Preliminary plan submission applicant should coordinate with Ms. Sandra Brecher, Chief of the Division of Transit Services/Commuter Services Section regarding Bikeshare and Traffic Mitigation. Ms. Brecher may be contacted at 240-777-5800.
 - At the preliminary plan stage identify network and the location of Bikeshare stations and BRT stations. One or more BRT stations should be planned and shown on the sketch plan.
 - As presented in the Sketch Plan, at full build-out this development will be able to support an intra-development “satellite” Bikeshare system. Bikeshare can reduce the number of auto trips made between the multiple origins and destinations (residents to office, academic or institutional uses; hotel to retail/entertainment/restaurant uses; FDA/office employees to Town Center, etc.).
 - At Preliminary Plan show a bikeshare network. Viva White Oak represents approximately 60 percent of the planned new commercial square footage in the entire White Oak Planning Area. Viva White Oak also represents approximately 75 percent of the planned new residential development in that Planning Area. The trip generation numbers from these components – and thus the payments under LATIP – would be expected to be somewhat similar in proportion. Therefore, bikeshare stations should be sited in numbers proportional to Viva White Oak’s impact and contribution under LATIP relative to the total 67 bikeshare stations programmed for the White Oak Planning Area. Locations for that number of stations – which could be as many as 30 stations – should be shown in the Sketch Plan, as was requested at Concept Plan. Locations should be distributed throughout the four project areas and placed convenient to significant transit facilities (e.g., BRT station(s) and bus interchange points), bike infrastructure, activity centers and high density residential and/or commercial complexes. As was noted at Concept Plan, these bikeshare stations will enable a high level of bikeshare use which can reduce the number of auto trips made between a variety of origins and destinations within the Viva White Oak development and throughout the remainder of the White Oak Planning Area.

Design Guidelines – at Preliminary Plan, for all buildings in each neighborhood:

- Design streets in front of major buildings to accommodate both shuttles and transit buses.
- Design building frontages/lobbies to provide two-way visibility for shuttles and transit vehicles, as well as taxis, etc. To compete with the private auto it is important that passengers be able to wait comfortably inside climate-controlled, lighted lobbies and still be able to get to their bus, shuttle, taxi, etc. Providing design that enables those passengers to see the bus coming and to enable the bus driver to see them will facilitate that.
- Where port-cocheres (covered entryways) are used, ensure height is adequate to accommodate buses.

Displays and Communication of TDM Information

- Provide pavilions in public plaza to enable outreach events to be stage more readily. These should have electric and water connections.
 - Provide kiosks in any busy outdoor areas to provide opportunity for information displays, assistance
 - Incorporate display space into lobbies and other high pedestrian activity areas and opportunity for information on each level of parking facilities
 - Provide opportunity and connections for electronic (LCD) display screens and Real Time Transit Information Signs in lobbies, elevators, and parking facilities. This will enable outreach to building residents, tenants, employees, visitors, etc.
 - Provide concierge/reception desk in residential building with an area where transit information and pass sales can be transacted – e.g., obtaining transit information, loading of SmarTrip cards.
15. If the proposed development will alter or impact any existing County maintained transportation system management component (i.e., traffic signals, signal poles, handboxes, surveillance cameras, etc.) or communication component (i.e., traffic signal interconnect, fiber optic lines, etc.), please contact Mr. Kamal Hamud of our Transportation Systems Engineering Team at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
16. The applicant needs to submit a truck circulation plan for review by the M-NCPPC and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters. The truck circulation pattern and loading

position should be designed for counter-clockwise entry and for a left-side backing maneuver.

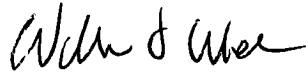
Passenger vehicle travel ways should be separated from the expected truck patterns and storage areas.

The applicant may also need to provide documentation of their proposed delivery schedules.

17. Provide necessary dedication for public streets in accordance with the master plan.
18. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
19. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.
20. Show the location of proposed driveways on the preliminary plan.
21. The preliminary plan submission should address how Executive Regulation Bill 33-13- "Streets and Roads-Urban Road Standards and Pedestrian Safety Improvements" has been satisfied – particularly with respect to target speeds, typical sections for the existing and proposed public streets, locations of existing and proposed public utilities, and stormwater management within the public rights-of-way.
22. In general, driveways for multifamily residential and/or commercial sites are to be spaced per Chapter 50 of the County code and/or located opposite one another or located at least one hundred feet apart.
23. A recorded covenant is required for the operation and maintenance of private streets, storm drainage systems, and/or open space areas.
24. Permit and bond for required public improvements (to be determined at the preliminary plan stage) will be required prior to approval of the record plat.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact Deepak Somarajan, our Development Review Team for this project at deepak.somarajan@montgomerycountymd.gov or (240) 777-2194.

Sincerely,



for Gregory M. Leck, Manager
Development Review Team
Office of Transportation Policy

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Barbara Sears Linowes and Blocher LLP
Preliminary Plan folder
Preliminary Plan letters notebook

cc-e: Ed Axler M-NCPPC Area 2
Venu Nemani MCDOT DTEO
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DEPARTMENT OF TRANSPORTATION

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County Executive

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Director

November 17, 2017

Mr. Patrick Butler, Planner Coordinator
Area 2 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: **AMENDED** Sketch Plan Letter
Sketch Plan No. 320180040
Viva White Oak

Dear Mr. Butler:

This message is to amend the comments contained in our October 9, 2017 Sketch Plan review comments letter for this sketch plan:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the Department of Permitting Services in the package for record plats, storm drain, grading or paving plans, or application for access permit. This letter and all other correspondence from this department should be included in the package.

1. The Applicant shall comply with each of the recommendations mentioned in this letter as well as the previous Sketch Plan letter dated October 9, 2017; which may be amended by MCDOT at the preliminary plan stage, if necessary to avoid any conflicts with the changes to the plan proposed by the applicant or changes in transportation needs that may occur.
2. All comments from the Sketch Plan letter dated October 9, 2017 is applicable unless modified below.
3. The following comments from the Sketch Plan letter dated October 9, 2017 are amended:

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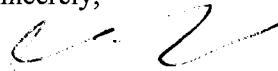
- I. **Comment #5 (A)- FDA Parkway and FDA Boulevard-Bullet# 3:** *“The sidewalk should be minimum 5-ft. wide.”* shall be **DELETED** and replaced with the following language:
- a. FDA Parkway
 - Per the standard MC-2004.08 as mentioned in the master plan, the minimum sidewalk width should be five (5)-ft. wide.
 - b. FDA Boulevard:
 - Per the standard MC-2005.03 as mentioned in the master plan, the minimum sidewalk width should be ten (10)-ft. wide.
- II. **Comment #5 (B)- Proposed B-5-Bullet# 2:** *“The sidewalk should be minimum 5-ft. wide.”* shall be **DELETED** and replaced with the following language:
- a. Proposed B-5:
 - Per the standard MC-2005.02 as mentioned in the master plan, the minimum sidewalk width should be seven (7)-ft. wide.
- III. **Comment #14- Transportation Demand Management and Transit related comments-Bullet # 4:** *“At Preliminary Plan show a bikeshare network. Viva White Oak represents approximately 60 percent of the planned new commercial square throughout the remainder of the White Oak Planning Area.”* shall be **DELETED** and replaced with the following language:
- The Applicant must work with MCDOT’s Commuter Services (CSS) regarding a phased approach to implementing bikeshare and similar programs and facilities at the Viva White Oak development. As Preliminary and Site Plans for each phase of the Project move forward, applicable trip mitigation goals will be addressed. At each phase, Applicant must work with CSS to incorporate bikeshare into trip mitigation efforts. These efforts will incorporate improvements included in the White Oak Local Area Transportation Improvement Program (LATIP) approved in February 2017 by County Council (Resolution 18-726). Bikeshare must be provided at each phase of the project

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proportional to the bikeshare requirement in the LATIP. The phased approach will also consider, to the extent possible, changes to County laws and regulations regarding bikesharing and its role in transportation demand management in White Oak and throughout the County.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact Deepak Somarajan, our Development Review Team for this project at deepak.somarajan@montgomerycountymd.gov or (240) 777-2194.

Sincerely,



Rebecca Torma, Acting Manager
Development Review Team
Office of Transportation Policy

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