






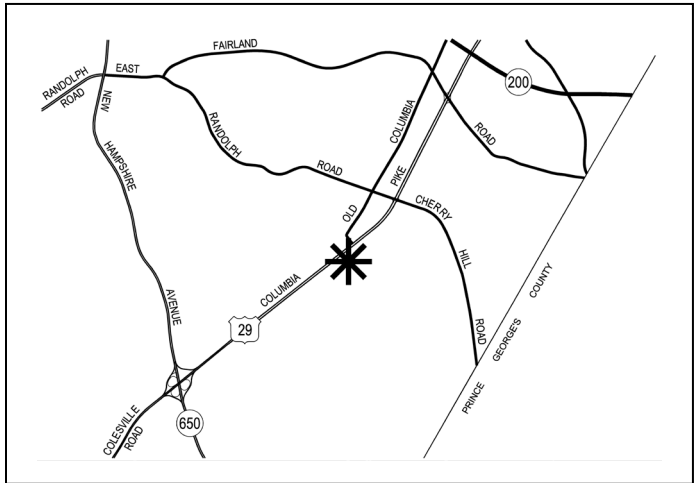
White Oak Town Center, Preliminary Plan No. 120150100 & Site Plan No. 820180240

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Description

Completed: July 19, 2021

- **Preliminary Plan:** Request approval to construct 105,000 square feet of commercial development on one lot and one outlot.
- **Site Plan:** Request approval to construct 105,000 square feet of commercial development.
- **Location:** Northeast quadrant of the intersection of Prosperity Drive and Tech Road, Silver Spring.
- **Tract Area:** approximately 6.98 acres of land zoned CR-1.0, C-0.75, R-0.75, H-75; within the 2014 *White Oak Science Gateway Master Plan* area.
- **Applicant:** BDC Spectrum II, LLC
- **Acceptance date:** 10/29/2014
- **Review Basis:** Chapters 50, 59, and 22A



Summary

- Staff recommends approval with conditions.
- The Application has been reviewed as a standard method development project.
- The Application is for a commercial development.
- No correspondence has been received from the community.

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SECTION 1: RECOMMENDATIONS AND CONDITIONS

Preliminary Plan No. 120150100

Staff recommends approval of Preliminary Plan No. 120150100. All site development elements shown on the latest electronic version of Preliminary Plan No. 120150100 submitted via ePlans as of the date of this Staff Report are binding:

General Approval

1. This Preliminary Plan is limited to 1 lot and 1 outlot for up to 105,000 square feet of commercial uses.

Adequate Public Facilities and Outside Agencies

2. The Adequate Public Facilities (“APF”) review for the Preliminary Plan will remain valid for five (5) years from the date of mailing of this Planning Board Resolution.

Plan Validity Period

3. The Preliminary Plan will remain valid for 36 months from its initiation date (as defined in Montgomery County Code Section 50.4.2.G), and prior to the expiration date of this validity period, a final record plat for all property delineated on the approved Preliminary Plan must be recorded in the Montgomery County Land Records or a request for an extension filed.

Outside Agencies

4. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Transportation (“MCDOT”) in its letter dated July 2, 2021 and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDOT if the amendment does not conflict with any other conditions of the Preliminary Plan approval.
5. Before recording a plat for the Subject Property, the Applicant must satisfy MCDOT’s requirements for access and improvements.
6. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services (“MCDPS”) – Water Resources Section in its stormwater management concept letter dated July 6, 2021 and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDPS – Water Resources Section if the amendment does not conflict with any other conditions of the Preliminary Plan or Site Plan approval.
 - a) No permits for construction of buildings (meaning for foundation-to-grade, and above ground) may be issued until adequate storm drain conveyance has been provided and approved by MCDPS.
 - b) Permits for rough grading, work in the rights of way, and off-site construction, may proceed prior to MCDPS storm drain adequacy approval.
7. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services (“MCDPS”), Fire Department Access and Water Supply Section in its letter dated June 11, 2021 and incorporates them as conditions of approval. The Applicant must comply

with each of the recommendations as set forth in the letter, which MCDPS may amend if the amendment does not conflict with other conditions of Preliminary Plan approval.

Other Approvals

8. Before approval of a record plat or any clearing or grading for the Subject Property, the Applicant must receive Staff certification of any subsequent Site Plan associated with this Preliminary Plan. The number and location of site elements including but not limited to buildings, dwelling units, on-site parking, site circulation, and sidewalks is determined through site plan review and approval.
9. If an approved Site Plan amendment for the Subject Property substantially modifies the lot or right-of-way configuration or quantities shown on this Preliminary Plan, the Applicant must obtain approval of a Preliminary Plan amendment before certification of the Site Plan amendment.

Environment

Forest Conservation

10. The Applicant must comply with the following conditions of approval of Final Forest Conservation Plan No. 820180240.
 - a) Prior to the start of any clearing or grading for this development Application, the Applicant must record an M-NCPPC approved Certificate of Compliance in an M-NCPPC approved off-site forest bank within the Paint Branch watershed to satisfy the off-site reforestation requirement for a total of 1.29 acres of mitigation credit. The Applicant may satisfy the off-site requirement by purchasing credits from a watershed anywhere within the county, with approval if there are no credits for sale within the Paint Branch watershed or by payment of a fee in lieu if there are no approved mitigation credits available for purchase.

Transportation

12. The Applicant must dedicate the rights-of-way (ROW) and ensure construction of all necessary road improvements for the following public streets, as shown on the Preliminary Plan, to the design standards imposed by all applicable road codes. The following public street dimensions may be modified by MCDOT without the need for a Preliminary or Site Plan amendment.
 - a) A dedication of the Prosperity Drive frontage necessary to construct the following – (from the existing curb on the northwest side to the Subject Property) 11-foot southbound travel lane, 10-foot southbound travel lane, 10-foot northbound travel lane, 11-foot northbound travel lane, 8-foot landscape buffer, 12-foot sidepath.
 - b) A dedication of the Industrial Parkway frontage necessary to construct the following – (from the centerline) 10-foot westbound travel lane, 10-foot westbound travel lane, 11-foot westbound travel lane, 8-foot landscape buffer, 12-foot sidepath, 9-foot landscape buffer.

Record Plats

13. There shall be no issuance of any above grade building permit (excluding the issuance of demolition, rough grading, work in the rights of way, and off-site construction and associated sediment control and ROW permits) prior to recordation of plat(s).

Easements

14. The record plat must show necessary easements, including common ingress/egress and utility easements over all shared driveways.

Certified Preliminary Plan

15. Certified Preliminary Plan

Before approval of the Certified Preliminary Plan the following revisions must be made and/or information provided subject to Staff review and approval:

- a) The Applicant must include the stormwater management concept approval letter and Preliminary Plan Resolution on the approval or cover sheet(s).
- b) Show access easement over “spine road” on adjoining property.
- c) The certified Preliminary Plan must contain the following note:

Unless specifically noted on this plan drawing or in the Planning Board conditions of approval, the building footprints, building heights, on-site parking, site circulation, and sidewalks shown on the Preliminary Plan are illustrative. The final locations of buildings, structures and hardscape will be determined at the time of issuance of site plan approval. Please refer to the zoning data table for development standards such as setbacks, building restriction lines, building height, and lot coverage for each lot.

Site Plan No. 820180240

Staff recommends approval of Site Plan No. 820180240. All site development elements shown on the latest electronic version of the Site Plan No. 820180240 submitted via ePlans as of the date of this Staff Report are required.

Density, Height & Housing

1. **Density**

The Site Plan is limited to a maximum of 105,000 square feet of commercial development on the Subject Property.

2. **Height**

The development is limited to a maximum height of 40 feet, as measured from the building height measuring point(s), as illustrated on the Certified Site Plan. Each building will have its own building height measuring point.

Open Space, Facilities and Amenities

3. **Public Open Space, Facilities, and Amenities**

- a) The Applicant must provide a minimum of 29,206 square feet of public open space (10% of the Site Area) on-site.
- b) Any changes to the public open space as shown on the Certified Site Plan, as a result of modifications to the stormwater management plan, will require an amendment to the Site Plan.
- c) Prior to the issuance of the final use and occupancy certificate for Building B, all public open space areas on the Subject Property must be completed.

4. **Maintenance of Public Amenities**

The Applicant is responsible for maintaining all publicly accessible amenities including, but not limited to paths, benches, and other landscape elements.

Site Plan

5. **Site Design**

- a) The exterior architectural character, proportion, materials, and articulation must be substantially similar to the schematic elevations shown on Sheets Arch-01 through Arch-06 of the submitted architectural drawings, as determined by M-NCPPC Staff.
- b) The Sign/Clock Tower is subject to the approval of a sign variance by the Sign Review Board. If the Sign/Clock Tower is substantially different from the concept shown on the Certified Site Plan, as determined by Staff, the Applicant must amend the Certified Site Plan.

6. **Lighting**

- a) Prior to certified Site Plan, the Applicant must provide certification to Staff from a qualified professional that the exterior lighting in this Site Plan conforms to the latest Illuminating Engineering Society of North America (IESNA) recommendations (Model Lighting Ordinance-MLO: June 15, 2011, or as superseded) for a development of this type. All onsite exterior area lighting must be in accordance with the latest IESNA outdoor lighting recommendations (Model Lighting Ordinance-MLO: June 15, 2011, or as superseded).
- b) All onsite down-lights must have full cut-off or BUG-equivalent fixtures.
- c) Deflectors will be installed on proposed fixtures to prevent excess illumination and glare.

- d) Illumination levels generated from on-site lighting must not exceed 0.5 footcandles (fc) at the lot line, excluding areas impacted by streetlights within the right-of-way.
- e) Streetlights and other pole-mounted lights must not exceed the height illustrated on the Certified Site Plan.

Environment

7. Forest Conservation

The development must comply with the Final Forest Conservation Plan.

- a) The Applicant must schedule the required site inspections by M-NCPPC Forest Conservation Inspection Staff per Section 22A.00.01.10 of the Forest Conservation Regulations.
- b) The Applicant must comply with all tree protection and tree save measures shown on the approved Final Forest Conservation Plan. Tree save measures not specified on the Final Forest Conservation Plan may be required by the M-NCPPC Forest Conservation Inspection Staff.
- c) The Limits of Disturbance (LOD) on the Final Forest Conservation Plan must be consistent with the LOD on the Sediment and Erosion Control Plans.
- d) No clearing or grading may occur prior to receiving approval of the Sediment and Erosion Control Plan.
- e) Prior to the start of any clearing or grading occurring on the Property, the Applicant must receive approval of a Certificate of Compliance to use an off-site forest mitigation bank for mitigation credit as shown on the Final Forest Conservation Plan submitted with the Certified Preliminary Plan or by making a fee in lieu payment if no mitigation credits are available.
- f) If a forest conservation bank is used, the Certificate of Compliance must be recorded in the Montgomery County Land Records prior to any clearing or grading occurring on the Property.
- g) The Final Forest Conservation Plan must be amended to reflect any additional disturbance required during the permitting process.

Transportation & Circulation

8. Pedestrian & Bicycle Circulation

- a) The Applicant must provide 4 long-term and 12 short-term bicycle parking spaces.
- b) The long-term spaces must be in secured, well-lit, location and the short-term spaces must be inverted-U racks (or approved equal) installed in a location convenient to the main entrance (weather protected preferred). The specific location(s) of the short-term bicycle rack(s) must be identified on the Certified Site Plan.
- c) The Applicant must provide one bicycle repair station, located adjacent to long-term bicycle parking.

9. Fire and Rescue

The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services (MCDPS), Fire Department Access and Water Supply Section in its letter dated, June 11, 2021, and hereby incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in the letter, which MCDPS may amend if the amendments do not conflict with other conditions of Preliminary Plan approval.

10. Department of Permitting Services-Right-of-Way

The Planning Board accepts the recommendations of the Montgomery County Department of Permitting Services Right-of-Way Section (DPS-ROW) in its memo dated May 24, 2021, and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in that agency's memorandum, which DPS-ROW may amend if the amendments do not conflict with other conditions of Site Plan approval.

11. Site Plan Surety and Maintenance Agreement

Prior to issuance of any above grade building permit (but not prior to the issuance of demolition, rough grading, work in the rights of way, and off-site construction and associated sediment control and ROW permits), the Applicant must enter into a Site Plan Surety and Maintenance Agreement with the Planning Board in a form approved by the M-NCPPC Office of General Counsel that outlines the responsibilities of the Applicant. The Agreement must include a performance bond(s) or other form of surety in accordance with Section 59.7.3.4.K.4 of the Montgomery County Zoning Ordinance, with the following provisions:

- a) A cost estimate of the materials and facilities, which, upon Staff approval, will establish the surety amount.
- b) The cost estimate must include applicable Site Plan elements, including, but not limited to plant material, on-site lighting, site furniture, Sign/Clock Tower, boardwalk, pavilion, trash enclosures, retaining walls, fences, railings, pergolas, private driveways and sidewalks, and associated improvements of development, including sidewalks, bikeways, storm drainage facilities, street trees and streetlights. The surety must be posted before issuance of any above grade building permit and will be tied to the development program.
- c) The bond or surety must be tied to the development program, and completion of all improvements covered by the surety for each phase of development will be followed by a site plan completion inspection. The surety may be reduced based upon inspector recommendation and provided that the remaining surety is sufficient to cover completion of the remaining work.

12. Development Program

The Applicant must construct the development in accordance with a development program table that will be reviewed and approved prior to the approval of the Certified Site Plan.

13. Certified Site Plan

Before approval of the Certified Site Plan the following revisions must be made and/or information provided subject to Staff review and approval:

- a) Include the stormwater management concept approval letter, agency approval letters, development program, and Site Plan resolution on the approval or cover sheet(s).
- b) Add a note to the Site Plan stating that "M-NCPPC Staff must inspect all tree-save areas and protection devices before clearing and grading."
- c) Add a note stating that "Minor modifications to the limits of disturbance shown on the site plan within the public right-of-way for utility connections may be done during the review of the right-of-way permit drawings by the Department of Permitting Services."
- d) Add the detail and location of the bicycle repair station.
- e) Modify data table to reflect development standards approved by the Planning Board.
- f) Ensure consistency of all details and layout between Site and Landscape plans.
- g) Revise Public Open Space to meet all requirements of Section 59.6.3.6. Only 5% of public open space may be used for outdoor café areas and all public open space must be a minimum of 15 feet wide.
- h) Remove the trash enclosure from open space calculations.
- i) Provide all relevant details for the boardwalk and pavilion in the central bioretention facility.
- j) Label car-share and electric parking spaces.
- k) Provide 8 motorcycle parking spaces.
- l) Provide all details for landscape elements and site furniture.
- m) Revise the Final Forest Conservation Plan to include all offsite disturbance.

SECTION 2: SITE DESCRIPTION

Site Vicinity

The subject property (Property or Subject Property – outlined in red in Figure 1 below) is located at 12345 Columbia Pike, in the northeast quadrant of the intersection of Prosperity Drive and Industrial Parkway. The Subject Property is the site of the former American Postal Workers Union office and is surrounded by light industrial and commercial uses. The Maryland Motor Vehicle Administration White Oak branch and associated Vehicle Emissions Inspection Program (VEIP) site are on the south side of Industrial Parkway. A bikepath extends from Industrial Parkway south to Stonehedge Local Park.



Figure 1: Site Vicinity Map (Subject Property outlined in red)



Figure 2: Site Aerial (Subject Property outlined in red)

Site Description

The Subject Property (Figure 2) is comprised of: Lot 2 and Outlot B, part of the Montgomery Industrial Park, as recorded among the Land Records of Montgomery County, Maryland at Plat No. 5846. Collectively, the Property has a total Site Area of 303,993 square feet (or 6.98 acres) and was developed as part of the Montgomery Industrial Park. The Property is zoned CR-1.0, C-0.75, R-0.75, H-75 and is located within the Life Sciences/FDA Village Center portion of the 2014 *White Oak Science Gateway Master Plan* area.

The Property is currently developed with an 87,900-square foot office building and surface parking lot. The developed area of the site is a relatively flat plateau, but at a higher elevation than either Industrial Parkway or Prosperity Drive. The developed plateau is nine feet higher than the intersection of Prosperity Drive and Industrial Parkway. There are no environmental features onsite and all significant trees were previously removed.

Vehicular access to the Property is currently provided via two curb cuts on Prosperity Drive and two curb cuts on Industrial Parkway. The intersection of Industrial Parkway and Prosperity Drive includes an uncontrolled right turn – a free right (Figure 3).



***Figure 3: Existing Intersection of Industrial Parkway and Prosperity Drive
(as viewed from Old Columbia Pike, looking north)***

Project History

Preliminary Plan No 120150100 was initially accepted on October 29, 2014, one day before the new Zoning Ordinance went into effect. At that time, the Property was split-zoned I-1 and RE-2. The Applicant intended to develop the site under the I-1 and RE-2 Zones with the Cherry Hill Employment Overlay Zone development standards. The Application was for a mixed-use development with a 65,000-square foot grocery store on the ground-level and 289 multi-family residential units, with thirty-eight MPDUs. At that time, Maryland State Highway Administration (SHA) was proposing a US 29 grade-separated interchange at the Tech Road/Industrial Parkway location. The preliminary design, developed in 1995, of this interchange would impact the southwestern corner of the Property. Ultimately, the Planning Director decided to move forward with Preliminary Plan No 120150100 without additional dedication for this interchange due to the age of the proposed interchange plans, the lack of progress by SHA in advancing the design and development of the interchange, and the change in land use of the surrounding areas. The Applicant was sent a “Notice of Potential Application Withdrawal” on June 16, 2017 due to plan inactivity. The Applicant requested and received an extension of review time until May 16, 2018 in order to continue to resolve issues related to the SHA interchange and design issues related to the changing nature of the White Oak area.

The Subject Property was rezoned to CR-1.0, C-0.75, R-0.75, H-75 as part of the Sectional Map Amendment associated with the 2014 *White Oak Science Gateway Master Plan*. On June 29, 2018, the Applicant resubmitted Preliminary Plan No 120150100 and initially submitted Site Plan No. 820180240 plans for Staff and Agency review. This Application was also submitted in accordance with the Zoning Ordinance in effect on October 29, 2014 and under the I-1 and RE-2 zones, per Section 59-C-5.3 of the Zoning Ordinance. The Application was for up to 75,000 square feet of commercial development and up to 275 residential units, including 25% MPDUs.

The current Preliminary Plan and Site Plan were resubmitted in 2021 as a standard method development in the CR-1.0, C-0.75, R-0.75, H-75 zone under the current Zoning Ordinance. While all previous submittals were mixed-use development, the current submittal is solely for a commercial development, with the potential for future mixed-use development on adjacent lots.

SECTION 3: PROJECT DESCRIPTION

Proposal



Figure 4: White Oak Town Center (from northbound US 29)

The Applicant is proposing to redevelop the Property with up to 105,000 square feet of commercial development on the existing Lot 2 and Outlot B. The proposed development will be comprised of two buildings – Building A and Building B, both oriented to Industrial Parkway. A surface parking lot is located between the two buildings. The Applicant is proposing to use an off-site drive aisle adjacent to the east as a “spine road” that will provide indirect access from Industrial Parkway for this development and sets up the beginning of a grid pattern for future development on this block. The “spine road” also provides parking for this development.

The proposed development removes the existing free right turn from Industrial Parkway onto Prosperity Drive and provides for dedication on Industrial Parkway and Prosperity Drive. Sidepaths will be constructed on both road frontages with a streetscape design that provides a safe pedestrian environment. The sidepath on Prosperity Drive will connect to an existing sidepath terminating at Stonehedge Local Park. The sidepath on Industrial Parkway will be extended as additional properties are redeveloped.

A Sign/Clock Tower, accent wall and landscaping create a signature design element and identity for this location. Industrial Parkway will serve as an important access route for future development in the White Oak area, including VIVA White Oak. A brick-faced retaining wall provides an opportunity for general signage while mediating the elevation difference, with a ramp for ADA and pedestrian access.

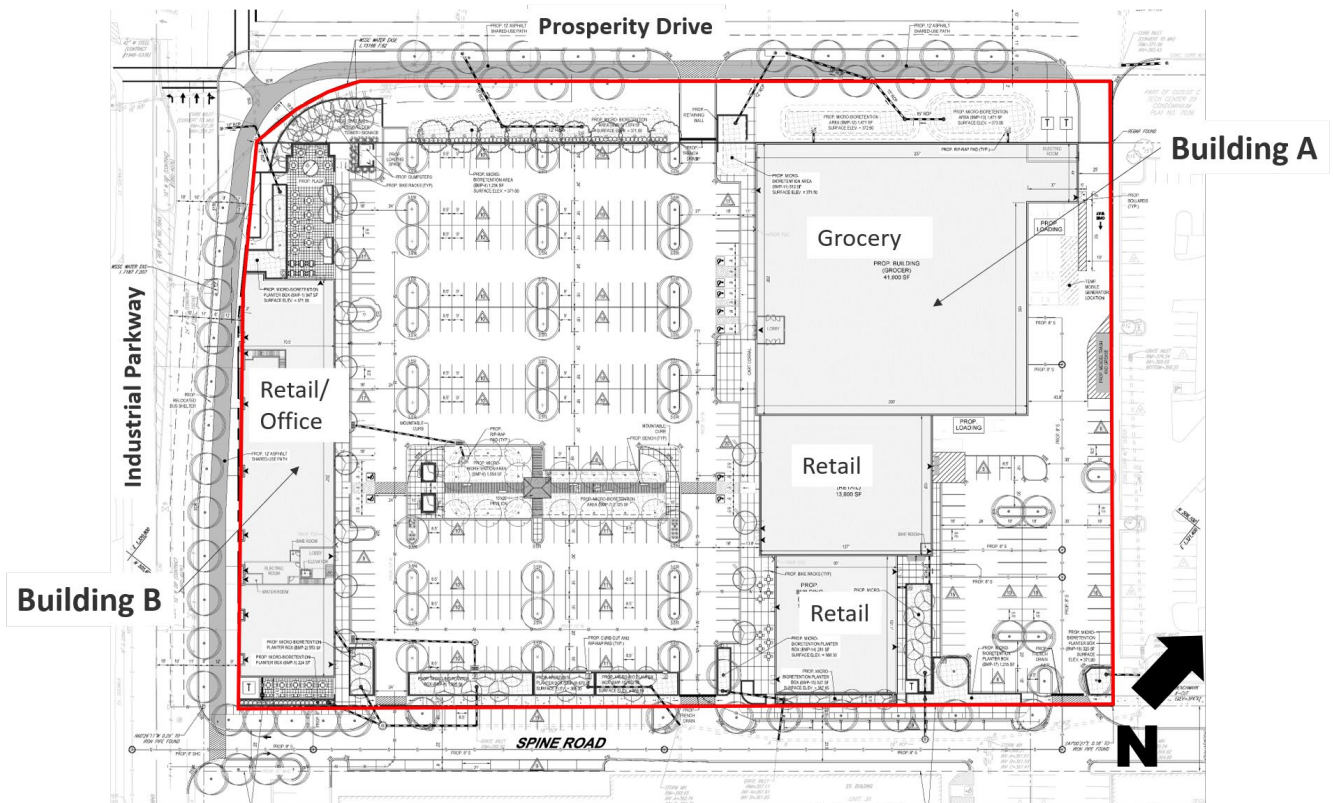


Figure 5: Proposal (Subject Property outlined in red)

Building A is a commercial building with approximately 63,100 square feet of density divided into 3 retail spaces. The space adjacent to Prosperity Drive is proposed to be a 41,000-square foot grocery store that anchors Building A and the entire development. Two other retail spaces complete the building, with outdoor tables for a potential restaurant. All front doors open onto the parking lot, with a loading area and additional parking to the rear.

Building B is a two-story commercial building with approximately 40,000 square feet of density, with retail and office uses. While Building B is oriented to Industrial Parkway, it can also be accessed from the parking lot. There is a plaza with a Sign/ Clock Tower at the west end of Building B, as well as a seating area at the east end.

Public Open Space

The development is required to provide 10% (29,180 square feet) public open space on the Property. The Applicant has proposed to provide 29,206 square feet of public open space as shown in Figure 6. The open space includes two seating areas and a plaza for visitors to the shopping center and provide a variety of experiences. There is also a central open space in the center of the parking lot that includes a boardwalk and pavilion over a bioretention facility. This area will serve as a shaded oasis in the parking lot and will provide an interesting pedestrian experience while connecting Building A and Building B.

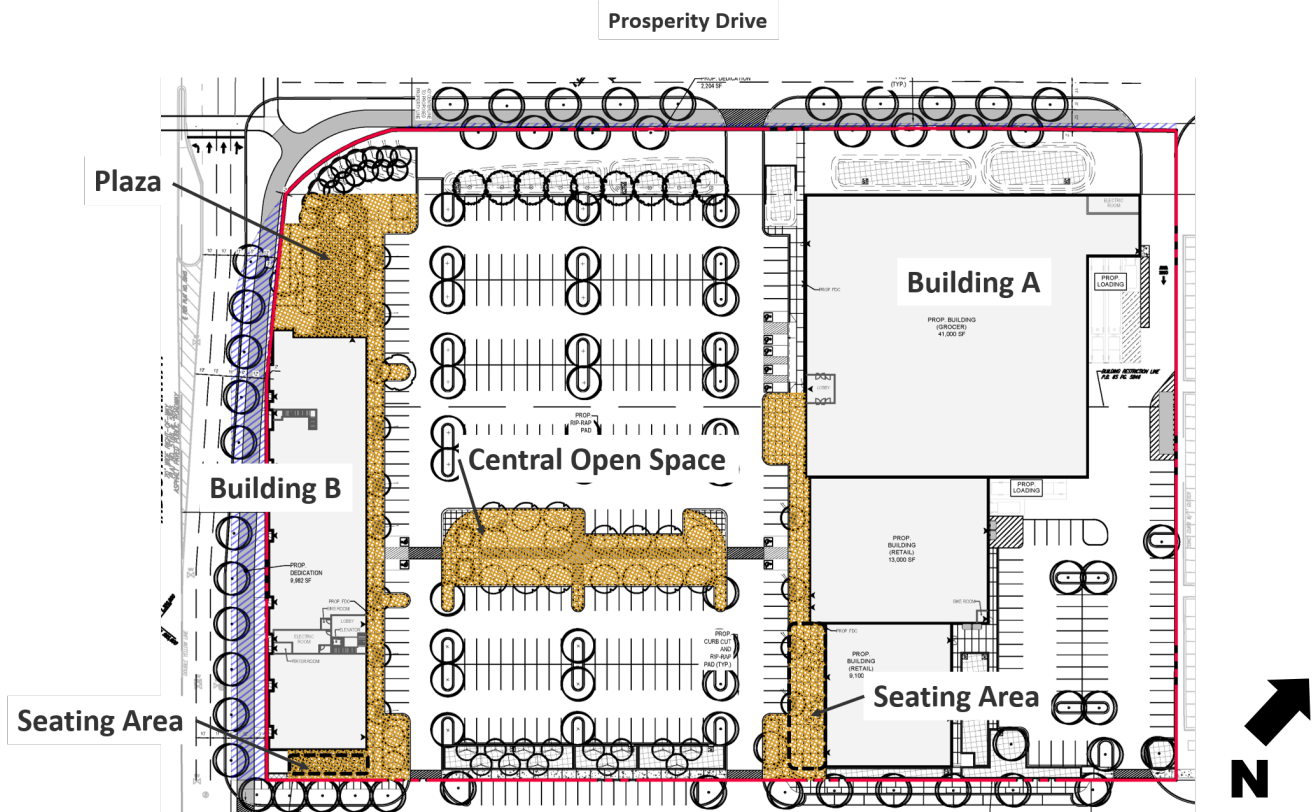


Figure 6: Public Open Space (in orange)

Circulation

The Applicant is proposing two access points from Prosperity Drive. One will serve as a customer entrance, with a drive aisle in front of Building A. The other is north of Building A and provides access to a loading and service area and additional parking.

Site access is also provided from Industrial Parkway via the “spine road” on the adjacent property to the east. The “spine road” is currently a drive aisle on the adjacent property and is being repurposed to provide access to the Subject Property and future developments. There are three entrances from the “spine road” – two of the entrances are aligned with the entrances from Prosperity Drive. The third provides an entrance to the parking lot adjacent to Building B. A secondary loading and service area is located adjacent to the Industrial Parkway and Prosperity Drive intersection

Internal pedestrian access is provided along the parking lot frontage of both Building A and B. A boardwalk over the bioretention facilities in the central open space provides a safe pedestrian connection between Building A and Building B.

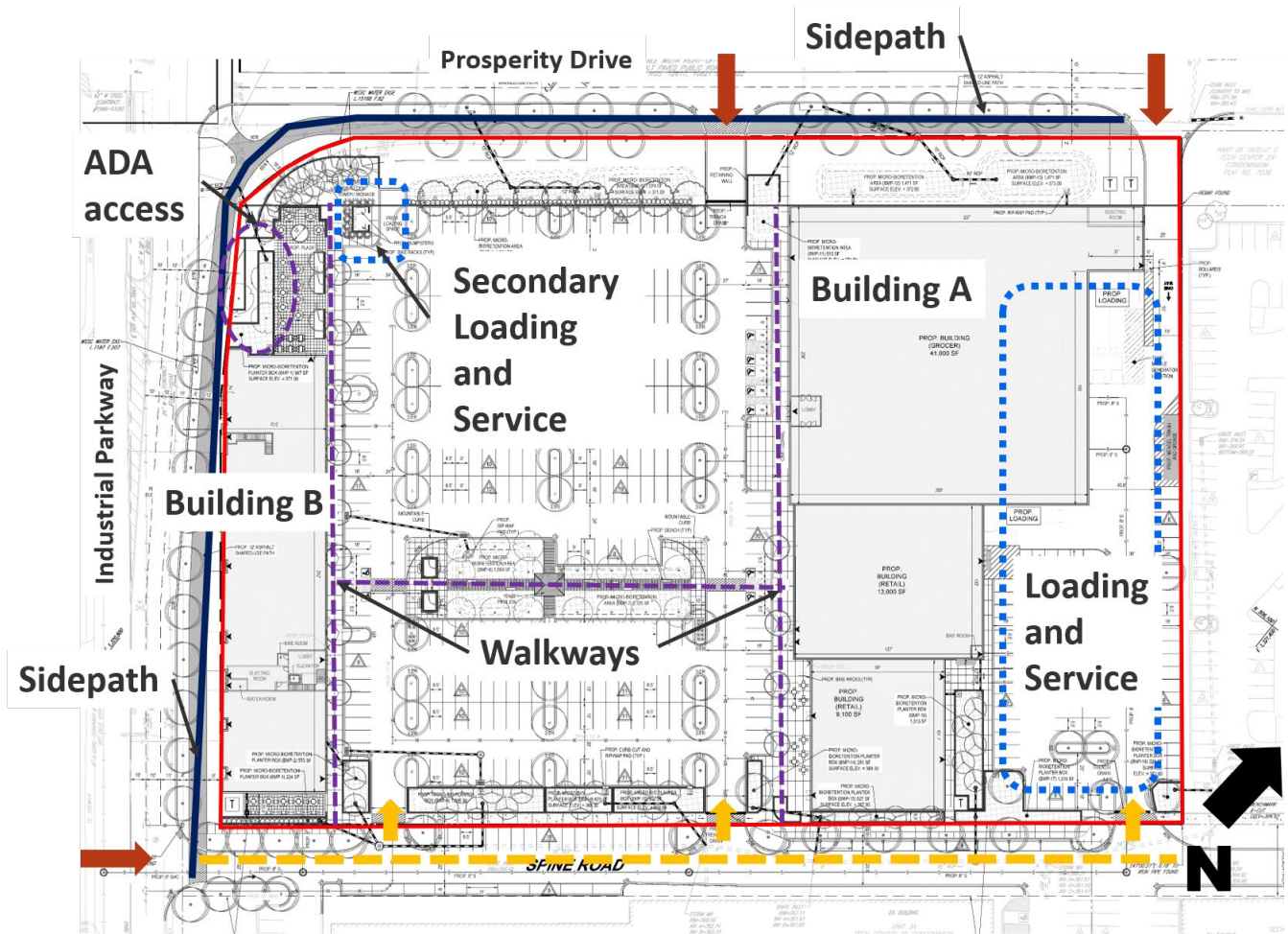


Figure 7: Circulation

Design

The most important element that the Project is providing is the “gateway” space at the intersection of Industrial Parkway and Prosperity Drive. The Applicant is proposing a clocktower at this corner, as a monumental sign and landmark (Sign/Clock Tower). The Sign/Clock Tower, accent wall and landscaping will be a highly visible and distinctive element on US 29. The Sign/Clock Tower will incorporate brick elements with metal mesh screening, creating interesting patterns when backlit at night. The Sign/Clock Tower incorporates tenant signage with a clock face and will anchor the corner and provide a distinctive identity to the location. A dumpster is hidden in the base, behind roll up metal screening and plantings and accessed from the north side, adjacent to the secondary loading and service area. While full details of the Sign/Clock Tower will be included with the Certified Site Plan, the Sign/Clock Tower is subject to the approval of a sign variance by the Sign Review Board.



Figure 8: Sign/Clock Tower (from Industrial Parkway, looking north)

The Applicant is proposing to use a modern design palette with clean lines. Horizontal elements unify the frontages and add emphasis and identity.



Figure 9: Grocery tenant (from parking lot, looking northwest)

While the facades are not articulated, building materials are used to create interest, as well as break the façade into distinct segments.



Figure 10: Building B (from "spine road" looking east)

Entrances are emphasized through the use of vertical glass windows, drawing the eye upward and breaking the rhythm of the façade. Pergolas are used in the open space at both ends of Building B, which connect the open spaces to the building as well as reduce the scale of the spaces.



Figure 11: Grocery tenant (from Prosperity Drive looking northeast)

The west façade of Building A, along Prosperity Drive, includes art to energize the space. As the tenant is a grocery store, eye-level windows are not practical. The art will break up the façade and add interest, as well as an identity.

Parking

The Project will provide a sufficient number of on-site parking spaces to support the proposed development and visitors, in accordance with Division 59.6 of the Zoning Ordinance. The Zoning Ordinance requires a minimum of 368 parking spaces and allows for a maximum of 630 spaces. In total the Project will provide 405 spaces, which exceeds the minimum but remains within the maximum permitted amount.

Parking will all be provided on surface parking lots. The parking lot between Buildings A and B includes 300 parking spaces, while the parking lot to the north of Building A provides 68 parking spaces. Thirty-seven (37) parking spaces are provided on the adjacent property along the “spine road”.

Community Outreach

The Applicant has met all proper signage, noticing and pre-submission meeting requirements for the submitted Applications. Staff has only received one phone call on the proposed development, which was informational in nature. The Applicant held an updated informational meeting at 7:00 PM on April 6, 2021 via Go-to-meeting. Planning Staff has not received further correspondence regarding this application.

SECTION 4: PRELIMINARY PLAN NO. 120150100 ANALYSIS AND FINDINGS

Under Section 50.4.2.D, the Planning Board must make the following findings to approve a Preliminary Plan:

1. *The layout of the subdivision, including size, width, shape, orientation and density of lots, and location and design of roads is appropriate for the subdivision given its location and the type of development or use contemplated and the applicable requirements of Chapter 59.*

The lots have been reviewed for compliance with Section 50.29(a) of the Subdivision Regulations. The layout of the subdivision, including size, width, shape, and orientation of the lot continue to be appropriate for their location within the subdivision and meet all applicable requirements of the CR Zone.

- a. *The Preliminary Plan provides for required public sites and adequate open areas.*

The Project provides all required master plan dedication along the property's frontage. The Project establishes the minimum 10% public open space. Per Section 6.3.6.A.3.b of the Zoning Ordinance, the Project may include up to 5% of public open space as outdoor café areas.

- b. *The Lot(s) and Use comply with the basic requirements of Chapter 59.*

The proposed lots were reviewed for compliance with the dimensional requirements for the CR zone as specified in the Zoning Ordinance. As proposed, the lots will meet all the dimensional requirements for area, frontage, width, and setbacks in that zone. A summary of this review is included in Table 1.

2. *The Preliminary Plan substantially conforms to the Master Plan or Urban Renewal Plan.*

The Property is subject to the 2014 *White Oak Science Gateway Master Plan*. The Subject Property falls within the Life Sciences/FDA Village Center, in an area referred to as "Blocks 1,2 – Tech Road and Industrial Parkway at US29". The Project is in substantial conformance with both the general goals and recommendations of the Master Plan, as well as those that are specific to the Property. Master Plan goals are further expanded on in the Design Guidelines

Blocks 1, 2 – Tech Road and Industrial Parkway at US 29

Mixed-use zoning at this location will encourage a combination of commercial, residential, and retail uses within a compact walkable center.

The Project provides commercial development in a walkable design and sets up the redevelopment of this block with the "spine road". The Applicant is constructing sidepaths along both Prosperity Drive and Industrial Parkway, which will also increase walkability.

Several large parcels in Montgomery Industrial Park have been acquired by a local development company, including nearly 20 acres in the block bounded by Old Columbia Pike, Industrial Parkway, and Tech Road and a 25-acre parcel at the end of Tech Road. The 20-acre site is a highly visible location along US 29, as well as a gateway to this node between two primary roads. Redevelopment of this entire block, including the former APWU building, would be a significant improvement and would complement the Westech Village Corner project, across Tech Road from this site.

The Project is proposing to redevelop a vacant property that is sitting at a prominent corner in the Master Plan area and is providing needed commercial services to the surrounding area.

These areas could redevelop with either all residential or all commercial but are more likely to become mixed-use with residential above retail, which the proposed CR Zone will accommodate.

The Project is a commercial development, which meets the Master Plan goal.

The circulation network should include extending Industrial Parkway through Site 2 and connecting it with FDA Boulevard to form a “main street” through this area.

The redevelopment of this Property is the first step in turning Industrial Parkway into a “main street”. Building B will be located along Industrial Parkway, with no setback and doors from small-scale commercial establishments opening directly onto the sidepath. This will help activate the street and the new streetscape will provide for a more comfortable pedestrian environment.

Redevelopment of key properties should create a gateway to the area at US29 that integrates a possible BRT station.

The Project creates a gateway through the development of a Sign/Clock Tower, accent wall, and landscaping, announcing the arrival in White Oak. This visual statement will serve as a landmark in the community - a visual exclamation point. The Sign/Clock Tower is subject to the approval of a sign variance by the Sign Review Board because of the size and height of the Sign/Clock Tower. In this case, the Sign/Clock Tower serves the additional purpose of a gateway, not just as traditional commercial signage.

Development should improve pedestrian areas along Tech Road and Industrial Parkway.

The pedestrian experience will be more comfortable along Industrial Parkway. The new sidepath and streetscape will encourage pedestrian movement. Currently, there is no separation between the sidewalk and curb. The new streetscape provides a wider sidepath and an eight-foot lawn panel with street trees. Additionally, the removal of the free right at the intersection of Industrial Parkway and Prosperity Drive will create a safer pedestrian crossing.

Sector/Master-Planned Roadway and Bikeway

The Property is adjacent to two master-planned roadways. The 2018 *Master Plan of Highways and Transitways* (MPOHT) calls for a 100 feet right-of-way for Industrial Parkway with four travel lanes. The master-planned right-of-way width today is approximately 78 feet and includes two lanes. The 2018 *Bicycle Master Plan* calls for separated bike lanes (one-way) on both sides of the street. The County’s LATIP includes Industrial Parkway within its Local Area Transportation Improvement Program (LATIP—see section below) project portfolio, which in some cases necessitates additional right-of-way beyond the MPOHT to accommodate programmed turn lanes. Following coordination with the Montgomery County Department of Transportation, the Applicant has agreed to dedicate 60-feet from centerline to accommodate the intent of both the LATIP program and the MPOHT. The Applicant and MCDOT agreed that a sidepath is a more appropriate and flexible facility for the site’s anticipated users, and as such, the proposed separated bicycle lanes were replaced with a sidepath.

The Preliminary Plan substantially conforms to the 2014 *White Oak Science Gateway Master Plan*, the 2018 *Bicycle Master Plan*, and the 2018 *Master Plan of Highways and Transitways*.

3. *Public Facilities will be adequate to support and service the area of the subdivision*

Transportation

Vehicular Circulation and Access Points

The Applicant proposes three vehicular access points to serve the proposed development. Two access points are proposed from Prosperity Drive. Both access points extend over the out-lot of reserved space and would need to be relocated or removed in the event a future interchange was ever constructed by the Maryland State Highway Administration. A third access point is located off Industrial Parkway on the adjacent lot. This access extends a driveway through the adjacent lot, which currently functions—and will continue to function—as a shared driveway providing vehicular access to multiple tenants to the south. The access points are shown in blue in Figure 12 below.

Per Chapter 56, 6.1.4.E, corner lots should only be accessed by a single driveway situated on the lowest volume roadway. From a technical viewpoint, the access on Industrial Parkway is provided via a shared driveway on an adjacent lot; as such, the Applicant benefits from the access but does not have the authority to remove it. The Applicant proposes to secure an easement to allow use of the driveway from the adjacent owner, which will be reflected on the record plat. The two driveways located on out-lot on Prosperity Drive are subject to 6.1.4.E. The Applicant proposes—and staff supports—the provision of alternative compliance for this site. The driveway to the north functions as a “back-of-house” connection between Prosperity Drive and the shared driveway on the adjacent lot. This driveway will facilitate employee parking and truck loading for a planned grocery tenant on site. Removal of the driveway would necessitate the relocation of employee parking and loading into the main parking area, which would impact the proposed central walkway and stormwater retention area. Additionally, curb cuts on the main driveways would need to be widened to accommodate trucks, which would not be ideal as tighter curb radii can slow vehicles entering the site.

Pedestrians can access the site via sidewalks adjacent to the southern vehicular access point on Prosperity Drive and sidewalks adjacent to the shared access located off Industrial Parkway. Patrons of Building B can access the bays of future tenants from entrances located on along the Industrial Parkway sidepath.

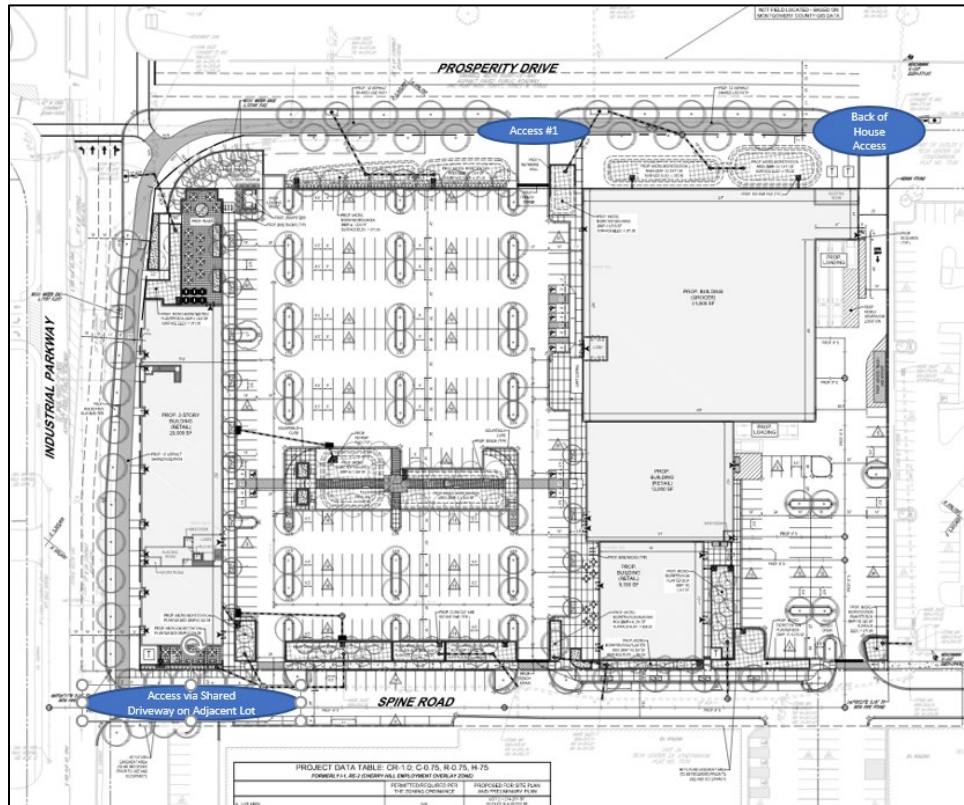


Figure 12: Site Access

Site Circulation

The Applicant proposes to provide surface parking between the structures on either side of the site. External drive aisles range between 24 and 27 feet wide. Internal drive aisles range from 20 to 24 feet wide. Planning staff typically prefer narrow drive aisles to the greatest extent possible; however, the Applicant's loading needs require wider aisles in some locations. Because wider aisles allow higher speeds, the Applicant agreed to limit curb radii to the greatest extent possible. In locations anticipated for truck turning, the Applicant also proposes a mountable curb with five-foot wide radii.

Existing Transit Service

The site is served by the Washington Metropolitan Area Transit Authority's Z6 Route, the County's Ride On 10 Route, and is proximate to a US-29 FLASH Bus Rapid Transit (BRT) stop. The Z6 bus provides 30-minute weekday afternoon peak hour headways during the northbound peak, spanning between Silver Spring and Burtonsville. The Ride On 10 bus provides service between Hillandale and Twinbrook via Glenmont with 25-35 minute weekday afternoon peak hour headways. Because Tech Road is positioned on both the orange and blue service patterns for the US-29 FLASH, rush hour headways are between 7 and 8 minutes.

The existing WMATA and Ride On bus stop located on Industrial Parkway will be impacted by the development. At permitting, the Applicant will work with both transit agencies to determine a suitable interim and final location for the bus stop.

Master-Planned Roadways, Bikeways, and Transitways

The Applicant has agreed to dedicate 60-feet from centerline to accommodate the intent of both the LATIP program and the MPOHT for Industrial Parkway. The Applicant is providing a sidepath to meet the

intent of the required bicycle facilities. The Applicant’s proposed Industrial Parkway section is shown in Figure 13 below.

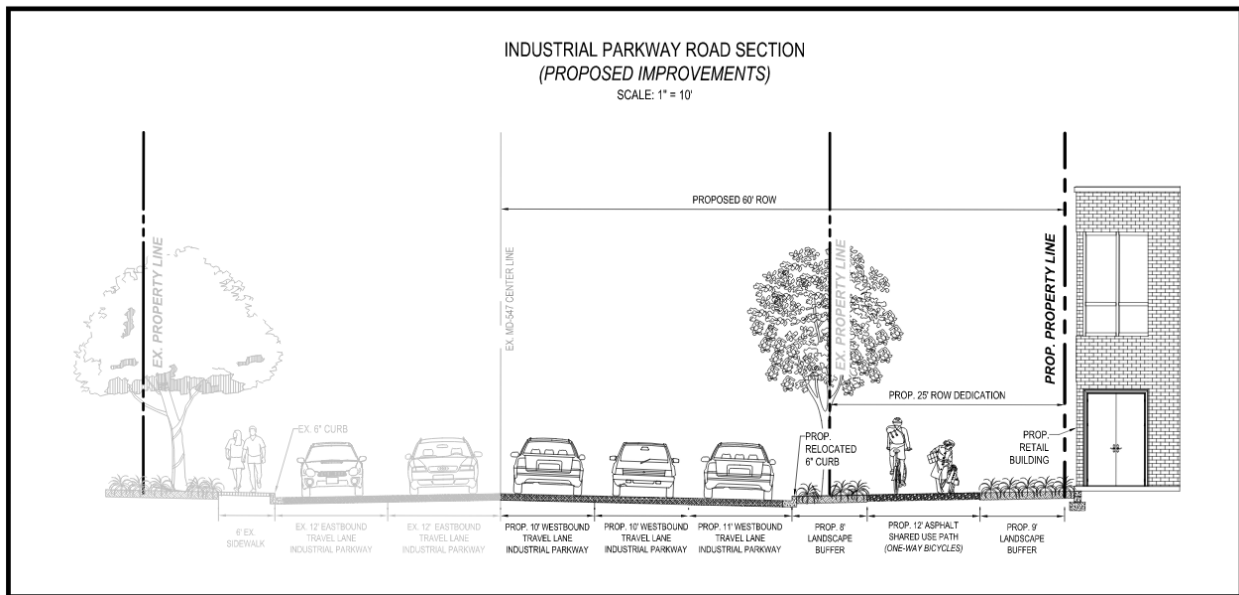


Figure 13: Industrial Parkway section

The Applicant has also agreed to provide additional turning capacity, discussed under the “Intersection of Industrial Parkway and Prosperity Drive” header below.

Prosperity Drive is master-planned as a four-lane 80-foot wide arterial. The roadway is held in the same lot as US-29. In existing conditions, only two travel lanes are striped; however, the current roadway is wide enough to accommodate four lanes. The *2018 Bicycle Master Plan* calls for sidepath adjacent to the site, and the Applicant proposes to provide a 12-foot wide shared facility between a double row of trees, which will help to shield the site’s surface parking from the roadway. The Applicant’s proposed Prosperity Drive section is shown in Figure 14 below.

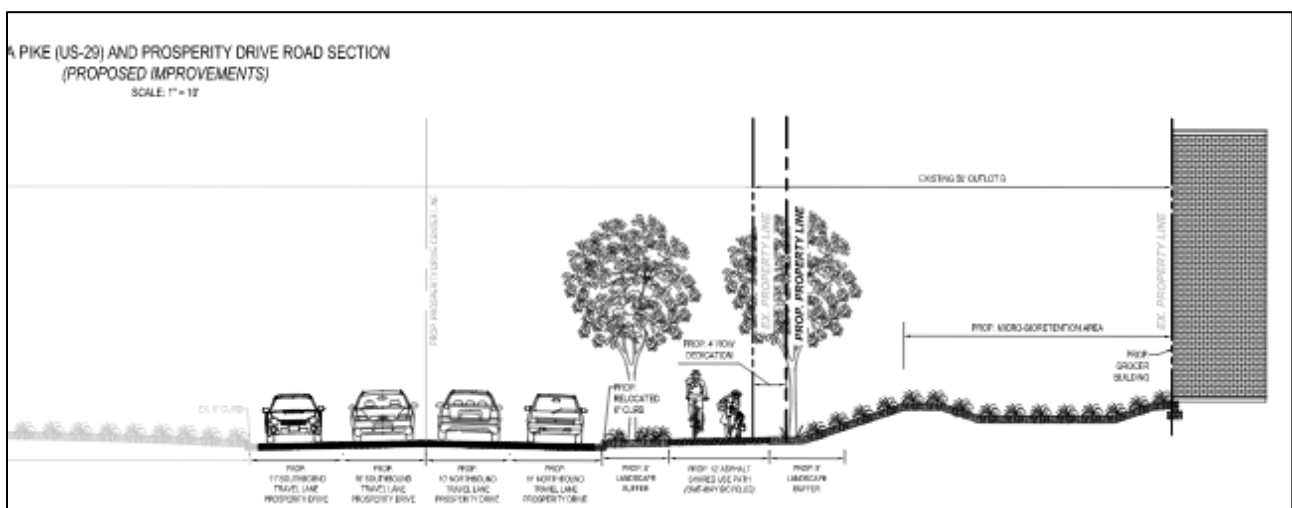


Figure 14: Prosperity Drive section

White Oak Local Area Transportation Improvement Program

The site is located within the White Oak Local Area Transportation Improvement Program (LATIP). The LATIP program is designed to cost-share currently planned transportation improvements for the area. The Applicant will pay a fee per their assumed impact based on trip generation, to the satisfaction of the Montgomery County Department of Transportation (MCDOT), which operates the LATIP program. Standard frontage improvements must still be constructed by the Applicant; however, the cost of projects assumed in the LATIP package may be credited against the fee if an Applicant chooses to—or is required—to construct an improvement.

Based on the period of application, this Project was reviewed under the 2016-2020 Subdivision Staging Policy (SSP). The SSP includes provisions for Urban Mobility Programs (UMPs), and specifically discusses the White Oak Local Area Transportation Improvement Program (LATIP). In tandem with the impact fee, participation in the LATIP to the satisfaction of MCDOT fulfills the Applicant's transportation adequate public facilities responsibilities.

Intersection of Industrial Parkway and Prosperity Drive

The Applicant proposes to remove an existing free-right that currently facilitates northbound right-turns from Industrial Parkway onto Prosperity Drive. The free right will be replaced with a shared through-right lane, which will force drivers to significantly slow prior to making a turn. The removal of free-rights along site frontages is a standard Vision Zero related safety requirement. In its final alignment, the Applicant proposes to provide a pocket left, two through lanes, and a shared through-right lane. At the permitting stage, the Applicant will need to determine whether or not the left turn pocket in the existing median is sufficient to accommodate a full car behind the proposed crosswalk's stop bar (shown in Figure 12). The Applicant will also need to provide adequate curb ramps and markings for *all* legs of the intersection to ensure its compliance with best practices. Staff notes that the Applicant is not currently depicting improvements within the median between US 29 and Prosperity Drive. Safe and adequate pedestrian circulation is required, and as such, staff recommends the Board condition the Applicant to provide a path and crossings at all intersection legs for ADA compliance.

The 2018 MPOHT recommends an interchange at US-29 and either Industrial Parkway or Tech Road. The Maryland State Highway Administration has not advanced any design work at this location but has requested the Applicant retain a 50-foot out-lot along Prosperity Drive to accommodate the future improvement if it becomes warranted. The Applicant proposes to maintain a 46-foot wide out-lot as it is dedicating 4 feet of the out-lot for right-of-way to ensure bike facilities are located fully within the right-of-way. The Applicant has proposed stormwater management facilities in the out-lot. In the event an interchange is constructed, the Applicant will need to relocate the stormwater facilities, at cost, to ensure site compliance with stormwater regulations.

Other Public Facilities

The proposed development will be served by public water and sewer systems. Fire and Rescue has reviewed the application and has determined that the Property has appropriate access for fire and rescue vehicles. Other public facilities and services including police stations and health care will continue to be sufficient following the construction of the Project. Electric, gas and telecommunications services will also be available. A stormdrain capacity study has not been performed, but the Applicant will be required to complete this step prior to construction of buildings.

4. *All Forest Conservation Law, Chapter 22A requirements are satisfied*

Environmental Guidelines

Staff approved Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) No. 420150460 on October 10, 2014. The approximately 6.98-acre Property is currently developed with an office building and associated asphalt surface parking lots and grass lawns with scattered trees. There are no forest or streams but there were large and specimen trees on-site. These trees were removed prior to plan submittal but these trees are compensated for on the Final Forest Conservation Plan. The proposed plan is in conformance with the *Environmental Guidelines*.

Final Forest Conservation Plan

The Applicant has submitted a Final Forest Conservation Plan (FFCP) (Attachment B) with the Preliminary Plan and Site Plan. While there is no forest on the Subject Property, there is a forest conservation requirement based on the Property area and land use. The forest conservation requirements of 1.29 acres will be met in an off-site mitigation bank or by fee-in-lieu payment if no banks are available. The FFCP shows the proposed development and all disturbance necessary for development. As submitted the plan complies with Chapter 22A, Forest Conservation.

SECTION 5: SITE PLAN NO. 820180240 ANALYSIS AND FINDINGS

Per Section 59.7.3.4 of the Zoning Ordinance,

1. When reviewing an application, the approval findings apply only to the site covered by the application.
2. To approve a site plan, the Planning Board must find that the proposed development:

- a. *satisfies any previous approval that applies to the site;*

The proposed development is consistent with Preliminary Plan No. 120150100, which is being reviewed concurrently with this Site Plan.

- b. *satisfies under Section 59.7.7.1.B.5 the binding elements of any development plan or schematic development plan in effect on October 29, 2014;*

This section is not applicable; the Property was not associated with any development plan or schematic development plan in effect on October 29, 2014.

- c. *satisfies under Section 59.7.7.1.B.5 any green area requirement in effect on October 29, 2014 for a property where the zoning classification on October 29, 2014 was the result of a Local Map Amendment;*

This section is not applicable; the zoning classification on October 29, 2014 was not the result of a Local Map Amendment.

- d. *satisfies applicable use standards, development standards, and general requirements under this Chapter;*

All proposed uses are permitted uses in the CR Zone with no applicable use standards.

Development Standards

The Site covers approximately 6.98 acres zoned CR-1.0, C-0.75, R-0.75, H-75. The data table below (Table 1) demonstrates the Application's conformance to the development standards of Section 59.4.5.3 for a standard method development in the CR zone.

Table 1 – Data Table: CR-1.0, C-0.75, R-.075, H-75 Zone

Chapter 59	Development Standard	Permitted/ Required	Proposed
	Tract Area (sf)	n/a	303,993 square feet
	Proposed Dedication (Industrial Parkway)	n/a	9,962 square feet
	Proposed Dedication (Prosperity Drive)	n/a	2,204 square feet
	Net Lot Area	n/a	291,807 square feet
4.5.3.C.1	Open Space	10% (29,181 square feet)	10% (29,206 square feet)
4.5.3.C.2	Lot and Density		
	Density		
	Commercial	C-0.75 FAR (227,949 square feet)	C-0.345 FAR (105,000 square feet)
	Residential	R-0.75 FAR (227,949 square feet)	R-0.0 FAR (0 square feet)
	Total Density	1.0 FAR (303,993 square feet)	0.345 FAR (105,000 square feet)
4.5.3.C.3	Placement		
	Front setback	0'	0'
	Side Setback	0'	25'
	Rear Setback	0'	0'
	Front Street Build-to Area	70% within 20'	100% within 20'
	Side Street Build-to Area	35% within 20'	100% within 20'
4.5.3.C.4	Height	75'	40'
4.5.4.C.5	Form		
	Transparency		
	Ground story, front (Industrial Parkway)	40% (min)	56.0%
	Ground story, side/rear (Prosperity Drive)	25% (min)	61.8%
	Upper story, front (Industrial Parkway)	20% (min)	34.2%
	Upper story, side/rear (Prosperity Drive)	20% (min)	35.3%

General Development Requirements

Site Access

As conditioned, the proposed development provides safe, adequate, and efficient circulation, parking, and loading for cars, trucks, pedestrians, and bicyclists and integrates the Project into the surrounding area. While Chapter 56, 6.1.4.E stipulates that corner lots should only be accessed by a single driveway situated on the lowest volume roadway, the Applicant is proposing 3 points of access to the Property. The access on Industrial Parkway is provided via a shared driveway (“spine road”) on the adjacent lot, covered by an access easement. The two driveways located on the out-lot on Prosperity Drive are subject to 6.1.4.E. Staff supports an alternative compliance for this site because the driveway to the north functions as a loading and service connection between Prosperity Drive and the shared driveway on the adjacent lot. This driveway will allow for employee parking and truck loading for a planned grocery tenant on site.

Parking, Queuing, and Loading

Parking, queuing, and loading will be provided in an adequate, safe, and efficient manner. As demonstrated in Table 2, the Site Plan provides an adequate number of parking, queuing, and loading spaces for the proposed uses.

Table 2 – Parking

Parking	Spaces Required	Spaces Provided
Commercial Vehicle Parking Retail/Service (105,000 square feet)	368 min/630 max	405 spaces
Commercial Bicycle Parking (105,000 square feet)	11 min/50 max	4 long term; 12 short term

All parking is provided on surface parking lots. The parking lot between Buildings A and B includes 300 parking spaces, while the parking lot to the north of Building A provides 68 parking spaces. Thirty-seven (37) parking spaces are provided on the adjacent property along the “spine road”.

Open Space and Recreation

All other elements of the Project unless previously stated, provides adequate landscaping and lighting, as well as other site amenities, to ensure that these facilities will be safe, adequate, and efficient for adjacent residents and visitors. The Project will include streetscaping improvements along both Prosperity Drive and Industrial Parkway, with street trees, open space with amenities, and lighting.

As shown in the Development Standards table and findings above, the proposed Site Plan meets all the general requirements and development standards of Divisions 59.4.4 and 59.4.5 of the Zoning Ordinance, and the general development requirements of Article 59.6 of the Zoning Ordinance.

Signage

While the Sign/Clock Tower is subject to the approval of a sign variance by the Sign Review Board, the full details will be included on the Certified Site Plan. The Clock Tower/Sign is 50 feet tall and the footprint at the base is 18 feet by 12 feet and will enclose a garbage dumpster serving Building B. The section with the clock is slightly smaller, as it is set back from the edges. The clock face appears on the north and south sides.

The Applicant has been working on the overall sign concept plan for the Sign Review Board. That plan will show the rectangular signage locations/sizes for all the buildings. The sign concept plan will be included with the Certified Site Plan.

e. *satisfies the applicable requirements of:*

i. Chapter 19, Erosion, Sediment Control, and Stormwater Management; and

As stated in Preliminary Finding No. 5, this Project meets the requirements for Chapter 19.

ii. Chapter 22A, Forest Conservation.

As stated in Preliminary Finding No. 4, this Project meets the requirements for Chapter 22A, Forest Conservation.

- f. provides safe, well-integrated parking, circulation patterns, building massing and, where required, open spaces and site amenities;*

Parking and Circulation

As stated in Preliminary Finding No. 3, this Project provides safe and adequate parking and circulation patterns. Parking is located between Building A and Building B and along the offsite “spine road”.

Building Massing

The proposed buildings have been massed and oriented in order to fit the context of the Property at the corner of Industrial Parkway and Prosperity Road. The surrounding land uses are industrial and commercial. This Project will set the tone and standard for future redevelopment in the area.

Open Spaces and Site Amenities

The Project will provide 29,206 square feet of open space, or 10% of the site area, meeting the requirement of 10%. The amenities provided on the Site Plan are appropriate for a commercial development. These spaces will significantly improve the pedestrian experience and shopping environment on the Property.

- g. substantially conforms with the recommendations of the applicable master plan and any guidelines approved by the Planning Board that implement the applicable plan;*

As stated in Preliminary Finding No. 2, this project meets the requirements for the 2014 White Oak Science Gateway Master Plan.

- h. will be served by adequate public services and facilities including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage, and other public facilities. If an approved adequate public facilities test is currently valid and the impact of the development is equal to or less than what was approved, a new adequate public facilities test is not required. If an adequate public facilities test is required the Planning Board must find that the proposed development will be served by adequate public services and facilities, including schools, police and fire protection, water, sanitary sewer, public roads, and storm drainage;*

As described in the Preliminary Plan section of this report, the proposed development will be served by adequate public services and facilities.

- i. on a property in a Rural Residential or Residential zone, is compatible with the character of the residential neighborhood; and*

Not applicable as the Property is not located in a Rural Residential or Residential Zone.

- j. on a property in all other zones, is compatible with existing and approved or pending adjacent development.*

The Property is compatible with existing adjacent developments. The Project adheres to the height and density of the Property's zone and with the recommendations contained in the Master Plan. The Project redevelops a Property that has been vacant for more than a decade and will bring needed commercial services to the White Oak area.

SECTION 6: CONCLUSION

The Preliminary Plan and Site Plan applications satisfy the findings under Section 50.4.2.D of the Subdivision Regulations and Section 59.7.3.4. of the Zoning Ordinance and substantially conforms to the recommendations of the *2014 White Oak Science Gateway Master Plan*. Therefore, Staff recommends approval of the Preliminary Plan and Site Plan with the conditions specified at the beginning of this report.

ATTACHMENTS

- A. Agency Letters
- B. Final Forest Conservation Plan No. 820180240



**Department of Permitting Services
Fire Department Access and Water Supply Comments**

DATE: 11-Jun-21
TO: Bradford Fox - bfox@bohlereng.com
Bohler Engineering
FROM: Marie LaBaw
RE: White Oak Town Center
120150100

PLAN APPROVED

1. Review based only upon information contained on the plan submitted **10-Jun-21** .Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.



MONTGOMERY COUNTY FIRE AND RESCUE SERVICE

Date: June 10, 2021

Fire Lane Establishment Order

Pursuant to Section 22-33, Montgomery County Code, 1971, as amended, you are hereby notified that a Fire Lane has been established as described in this order. You are hereby ordered to post fire lane signs and paint curbs/pavement as identified below. When signs or paint work has been completed, this order will authorize the enforcement of this Fire Lane by appropriate police or fire officials. Compliance with this order must be achieved within 30 days of receipt when any of the following conditions are met:

- One or more structures addressed from the subject road are occupied;
- The road or accessway is available for use and at least one building permit for an address on the subject road has been issued; or
- The road or accessway is necessary fire department access.

LOCATION: One (1) sign and approximately 49' of paint along the drive aisle located adjacent to the front entrance of the Prop. Grocer, and three (3) signs and approximately 287' of paint along the drive aisle at the rear of the Prop. Grocer as shown in the Fire Lane Establishment Plan.

Delineate all areas where indicated by signs and/or paint.

☒ **SIGNS** -- (See attached diagram for location of sign placement)



(Red letters on white background)

Signs must be posted so that it is not possible to park a vehicle without being in sight of a sign. Signs may be no further apart than 100 feet.

☒ **PAINT** -- (See attached diagram when painting is required)

Paint must be traffic yellow with lines of sufficient width to be readily identifiable/readable by motor vehicle operators.

Signature of Order Writer/I.D. #

Cc: Fire Code Enforcement Section
Attachment: Fire Lane Diagram

FIRE LANE ESTABLISHMENT FORM

BUILDING OR SUBDIVISION NAME: Montgomery Industrial ParkFIRE LANE LOCATION/ADDRESS: 12345 Columbia Pike
Silver Spring, MD 20904

See attached drawing for designated fire lanes:

I have received the drawing and instructions for installing the designated fire lanes on property not owned by state or local government.

NAME AND TITLE OF PROPERTY REPRESENTATIVENAME: Marc Solomon TITLE: Finmarc Management, Inc.SIGNATURE: Marc SolomonPHONE: 301-915-9460 DATE: June 10, 2021

ADDRESS (where processed order will be mailed):

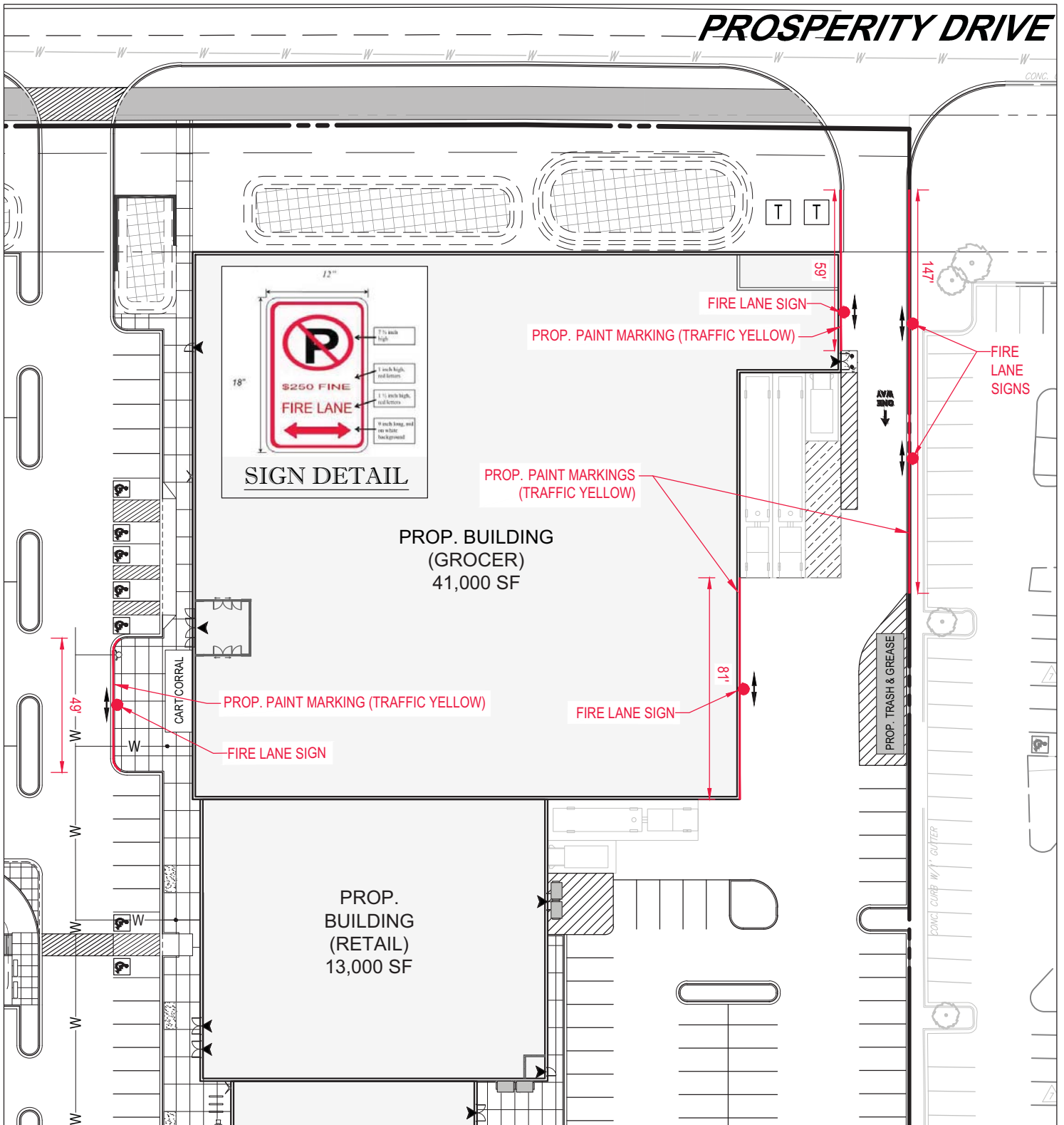
7200 Wisconsin Avenue, Suite 1100, Bethesda, MD 20814-----
The designated fire lanes are the minimum necessary for fire/rescue access and are in accordance with Section 22-33 of the Fire Safety Code.

NAME: _____ SIGNATURE: _____

STA.#: _____ I.D.#: _____ DATE: _____

Comments: _____
-----Fire Lane Installed Per Order

NAME: _____ DATE: _____



06.10.2021 | LMW | MB212016

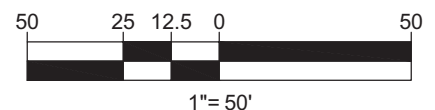
**16701 MELFORD BLVD , SUITE 310
BOWIE, MARYLAND 20715**

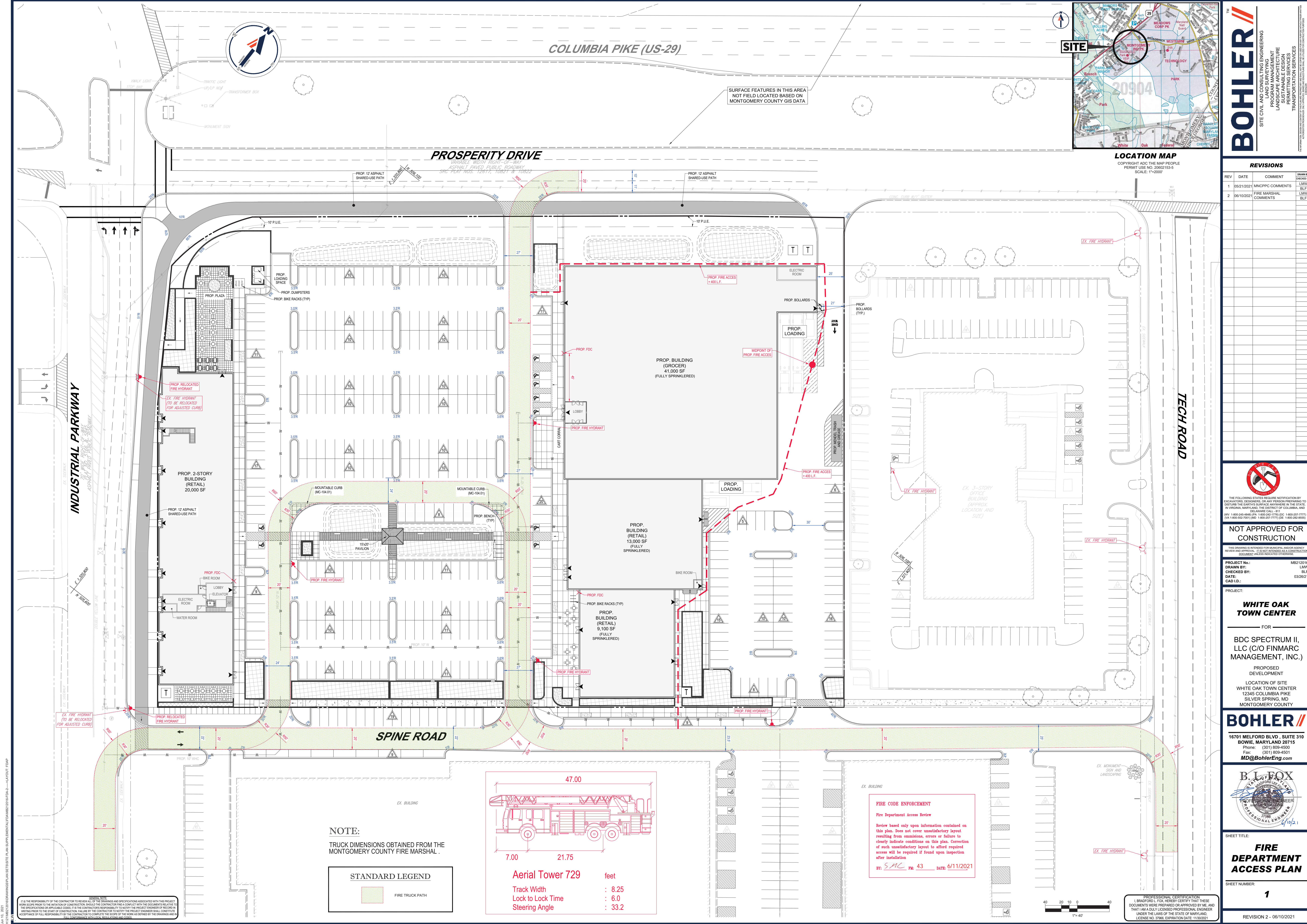
Phone: (301) 809-4500
Fax: (301) 809-4501

MD@BohlerEng.com

FIRE LANE ESTABLISHMENT PLAN

**12345 COLUMBIA PIKE
SILVER SPRING, MD 20904**





16701 Melford Blvd., Suite 310
Bowie, Maryland 20715
Phone: (301) 808-4500
Fax: (301) 808-4501
MD@BohlerEng.com

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THIS PROJECT. WORK SHOWN PRIOR TO THE START OF CONSTRUCTION, SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS OR ANY OTHER CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF THE WORK AS DEFINED BY THE DRAWINGS AND SPECIFICATIONS. NO CONSIDERATION SHALL BE GIVEN TO ANY DISCREPANCIES, OMISSIONS, OR CONFLICTS.

NOTE:

TRUCK DIMENSIONS OBTAINED FROM THE MONTGOMERY COUNTY FIRE MARSHAL .

STANDARD LEGEND	
	FIRE TRUCK PATH

47.00

7.00 21.75

Aerial Tower 729 feet

Track Width : 8.25

Lock to Lock Time : 6.0

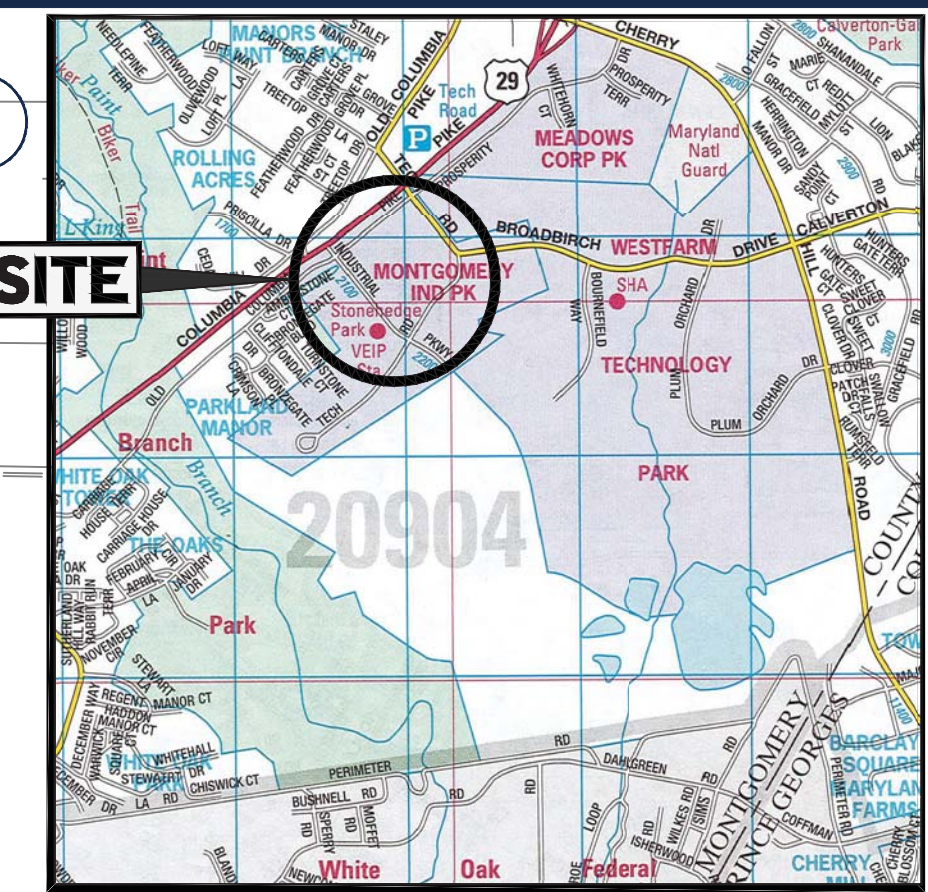
Steering Angle : 33.2

FIRE CODE ENFORCEMENT

Fire Department Access Review

Review based only upon information contained on this plan. Does not cover unsatisfactory layout resulting from omissions, errors or failure to clearly indicate conditions on this plan. Correction of such unsatisfactory layout to afford required access will be required if found upon inspection after installation.

BY: S.M.C. PK: 43 DATE: 6/11/2021



LOCATION MAP
COPYRIGHT ADD THE MAP PEOPLE
PERMIT USE NO. 2002153-5
SCALE: 1"=200'

BOHLER

SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
PERMITTING SERVICES

REVISIONS			
REV	DATE	COMMENT	DRAWN BY
1	05/21/2021	MNCPCC COMMENTS	LMW
2	06/10/2021	FIRE MARSHAL COMMENTS	LMW

THE FOLLOWING STATES REQUIRE NOTIFICATION BY EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN THE STATE OF VIRGINIA, MARYLAND, THE DISTRICT OF COLUMBIA, AND DELAWARE CALL: 1-800-242-4848 (PA 1-800-242-1776) (DC 1-800-357-7777) (VA 1-800-662-7007) (MD 1-800-257-7777) (DE 1-800-282-4660).

NOT APPROVED FOR CONSTRUCTION

THIS DRAWING IS INTENDED FOR MUNICIPAL AND/OR AGENCY REVIEW AND APPROVAL. IT IS NOT INTENDED AS A CONSTRUCTION DOCUMENT UNLESS INDICATED OTHERWISE.

PROJECT NO.: MB212016
DRAWN BY: LMW
CHECKED BY: BLF
DATE: 03/26/21
CAD I.D.:
PROJECT:

WHITE OAK TOWN CENTER

FOR

BDC SPECTRUM II, LLC (C/O FINMARC MANAGEMENT, INC.)

PROPOSED DEVELOPMENT

LOCATION OF SITE:
WHITE OAK TOWN CENTER
12345 COLUMBIA PIKE
SILVER SPRING, MD
MONTGOMERY COUNTY

BOHLER

16701 Melford Blvd., Suite 310
Bowie, Maryland 20715
Phone: (301) 808-4500
Fax: (301) 808-4501
MD@BohlerEng.com

B.L. FOX
PROFESSIONAL ENGINEER
6/10/21

SHEET TITLE:

FIRE DEPARTMENT ACCESS PLAN

SHEET NUMBER:

1

REVISION 2 - 06/10/2021

820180240 White Oak Town Center

Contact: Sam Farhadi at 240 777-6333

We have reviewed site and landscape plans files:

“07-SITE-820180240-C-03.pdf V4” uploaded on/ dated **“5/21/2021”**,
“08-LL-820180240-001.pdf V4” uploaded on/ dated **“5/21/2021”**.

The followings need to be addressed prior to the certification of site plan:

1. Curb radii/ turning movements:
 - a. Provide the minimum curb radii that will accommodate the site traffic;
 - b. Provide truck turning movement for all (especially right turn) movements;
 - c. Driveway apron should not cross the frontage. If the adjacent properties are owned by the developer, this needs to be clearly noted on the site plan.
2. Provide public sidewalk:
 - a. to ADA standards (minimum five feet wide) and label it accordingly along the entire site frontage;
 - b. ensure all handicap sidewalks/ ramps have receiving counterparts and are aligned with them.
3. On landscaping plan:
 - a. Provide street trees per approved major tree species list at designated spacing;
 - b. Provide streetlight and other site features and ensure of proper clearance.
4. Coordinate with MCDOT-Commuter Services Section to ensure their comments have been addressed:
 - Prior to issuance of any building permits, the Applicant must execute a Traffic Mitigation Agreement with MNCPPC and MCDOT. Coordinate efforts with Commuter Services by contacting Sande Brecher or Beth Dennard at (240) 777-8380.
 - Contact Commuter Services regarding bikeshare station siting criteria. The location of the bikeshare station must be shown on the site plan prior to certification.



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

July 02, 2021

Ms. Amy Lindsey, Planner Coordinator
Mid-County Planning Division
The Maryland-National Capital
Park & Planning Commission (M-NCPPC)
2425 Reedie Drive
Wheaton, Maryland 20902

RE: Preliminary Plan No. 120150100
White Oak Town Center
Revised Letter

Dear Ms. Lindsey:

This letter **supersedes** the previous letter dated June 03, 2021. We have completed our review of the preliminary plan uploaded on eplans dated May 21, 2021. A previous plan was reviewed by the Development Review Committee at its August 28, 2018 meeting. We recommend approval of the plan subject 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 Montgomery County Department of Permitting Services (MCDPS) 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.

Significant Plan Review Comments

1. On the certified Preliminary Plan, the applicant shall address the following:
 - i. The applicant should show how the proposed shared use path along the Industrial Parkway and Prosperity Drive frontages align with the existing sidewalks across the driveway. Prior to the certified preliminary plan, the applicant should work out the details of the transition/alignment of the proposed shared use path along the site frontages with the

Office of the Director

101 Monroe Street 10th Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX

www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

- existing sidewalks on Industrial Parkway and Prosperity Drive and submit the plans for review and approval by Montgomery County Department of Transportation (MCDOT).
- ii. There is no ramp or sidewalk across from Prosperity Drive. Remove the proposed cross walk and handicap ramp along Prosperity Drive.
 - iii. The Note #11 of the General Notes on the Plan Sheet #4 states there is a Public Utility Easement (PUE). The PUE should be reflected on the plan.
 - iv. Provide an additional roadway cross section for Industrial Parkway where the width of the landscape buffer on both sides of the 12-ft shared use path narrows.
 - v. Delineate the limits of jurisdiction for the Montgomery County (MC) and Maryland State Highway Administration (MDSHA) maintained right(s)-of-way (ROW) on the preliminary plan.
2. The roadway cross section for the roadways along the frontage shall be the following:
- i. Industrial Parkway: From the roadway centerline to the subject property
 - Proposed 10-ft westbound travel lane
 - Proposed 10-ft westbound travel lane
 - Proposed 11-ft westbound travel lane
 - Proposed 8-ft landscape buffer *
 - Proposed 12-ft asphalt shared use path
 - Proposed 9-ft landscape buffer *
 - * The landscape buffer varies along the frontage closer to the intersection with Prosperity Drive. Please refer to plan for details.
 - ii. Prosperity Drive: From the existing curb on the northwest side to the subject property
 - Proposed 11-ft southbound travel lane
 - Proposed 10-ft southbound travel lane
 - Proposed 10-ft northbound travel lane
 - Proposed 11-ft northbound travel lane
 - Proposed 8-ft landscape buffer
 - Proposed 12-ft asphalt shared use path
 - Proposed 2-ft landscape buffer
3. **Storm Drain Analysis: INCOMPLETE**
- a) At or before the permit stage, the applicant should submit storm drain and/or flood plain studies with computations to MCDPS for review and approval for the portions of the site

draining to County maintained storm drain system, Analyze the capacity of the existing downstream public storm drain system and the impact of the post-development ten (10) year storm runoff on same. If the proposed subdivision drains to an existing closed section street, include spread computations in the impact analysis. The MCDPS may require improvements to the existing public storm drain system based on the review of the storm drain report.

Note: Environmental Site Design (ESD) practices cannot be used to determine the runoff coefficient for storm drain analysis.

- b) Please refer to the storm drain checklist at the link below:
http://www.montgomerycountymd.gov/dot-dir/dev_review/development_review.html
 - c) The portion of the site draining to Columbia Pike (US-29) or any storm drain/inlet relocations along Columbia Pike (US-29) shall be approved by MDSHA.
4. **Sight Distance:** The sight distance has been approved and attached along with this letter.
5. **Transportation Demand Management (TDM)**
- I. The project is in the White Oak TMD, which is in the Orange Subdivision Staging Policy Area. The project proposes to develop approximately 100,000 sf of gross floor area (gsf). A new development in the Orange Policy Area with between 80,000 and 160,000 gsf must submit a Project-Based TDM Level 2 Action Plan. The Plan must be submitted and approved by MCDOT prior to issuance of any building permit from MCDPS. The timing of the approval of Project-based TDM Plans for new developments is established by law in the revised Code, Section 42A-26 (a): "All such applicants must obtain approval from the Department for a Project-based TDM Plan. This approval must be obtained prior to the issuance of any building permit by the Department of Permitting Services." Project-based TDM Plans are required prior to building permit because some of the TDM strategies a developer may choose to need to be in place before a use and occupancy permit is issued. For these reasons we are not able to change the timing of when the TDM Plan must be submitted. However, the applicant can begin to look at various TDM strategy options that may be appropriate for this project. Please contact Beth Dennard for further information at (240) 777-8384, or beth.dennard@montgomerycountymd.gov.
 - a. Level 2 TDM Action Plan requires the following:
 - i. Appoint a Transportation Coordinator.

- ii. Notify the Department within 30 days of receipt of final Use &Occupancy certificate, of the designated Coordinator's contact information; and within 30 days of any subsequent change in that designation or contact information.
 - iii. Provide space in the project for the promotion of TDM.
 - iv. Display TDM-related information in highly visible location(s).
 - v. Selection of Strategies. Each TDM Action Plan must include certain required strategies along with optional strategies. Additional strategies may be proposed by the project owner or applicant and may be included in the TDM Plan upon approval by the Department.
 - vi. Commitment to Fund and Implement the Plan. The owner or applicant must commit to fund and implement the Plan at an adequate level to contribute toward achievement of the commuting goals.
 - vii. Self-Monitoring. The owner or applicant must conduct self-monitoring, consistent with Department requirements, to determine if the Project-based TDM Plan is contributing toward achievement of the District's goals. The self-monitoring must determine if implementation of the TDM plan is contributing toward achievement of the commuting goals.
 - viii. Biennial Report. Progress reports must be provided to the County in alternating years, in a format consistent with Department requirements.
 - ix. Addition and Substitution of Strategies. If the strategies initially selected by the owner or applicant do not result in the project contributing toward continued progress in achieving the District or Policy Area goals four years after Date of Final Occupancy, the project may be required by the Department to add or substitute other TDM strategies at the project site. The process must be repeated until the project demonstrates it is contributing toward achievement of District goals. Once the Non-Auto Driver Mode Share (NADMS) or other commuting goals have been achieved, the owner must maintain the level necessary to continue achievement of goals.
6. 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.

7. There is an existing bus stop on Industrial Parkway and the applicant will be responsible for installing a bus shelter and pad. At or before the permit stage, please coordinate with Mr. Wayne Miller of our Division of Transit Services to coordinate the improvements to the RideOn bus facilities. Mr. Miller may be contacted at Wayne.Miller2@montgomerycountymd.gov or at 240 777-5836.

Standard Plan Review Comments

1. On the certified preliminary plan, show all existing driveways adjacent and opposite the site on the plan.
2. We defer to MDSHA for the improvements on Columbia Pike (US-29) and the info on the interchanges of Columbia Pike (US-29) and Tech Road / Industrial Parkway (MO882115). Applicant to coordinate with Mr. Kwesi Woodroffe at KWoodroffe@mdot.maryland.gov or at 301-513-7347.
3. Trees in the County ROW – spacing and species to be in accordance with the applicable MCDOT standards. Tree planning within the public ROW must be coordinated with MCDPS ROW Plan Review Section.
4. No steps, stoops or retaining walls for the development are allowed in County ROW. No door swings into county ROW.
5. If the proposed development will alter any existing street lights, signing, and/or pavement markings, please contact Mr. Dan Sanayi of our Traffic Engineering Design and Operations Section at yazdan.sanayi@montgomerycountymd.gov or at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
6. Posting of a ROW permit bond is a prerequisite to MCDPS approval of the record plat. The ROW permit will include, but not necessarily be limited to, the following improvements:
 - a. Curb and gutter, shared use path, handicap ramps, and storm drainage and appurtenances along Industrial Parkway.
 - b. Curb and gutter, shared use path, handicap ramps, and storm drainage and appurtenances along Prosperity Drive.
 - c. Enclosed storm drainage and/or engineered channel (in accordance with the MCDOT Storm Drain Design Criteria) within the County ROW and all drainage easements.
 - d. Permanent monuments and property line markers, as required by Section 50-4.3(G) of the Subdivision Regulations.

Ms. Amy Lindsey
Preliminary Plan No. 120150100
Revised Letter
July 02, 2021
Page 6

- e. Erosion and sediment control measures as required by MC Code 19-10(02) and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the MCDPS and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the MCDPS.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact Mr. Deepak Somarajan, our Development Review Engineer for this project at deepak.somarajan@montgomerycountymd.gov or at (240) 777-7170.

Sincerely,

Deepak Somarajan

Deepak Somarajan, Engineer III
Development Review Team
Office to Transportation Policy

SharePoint\teams\DOT\Director's Office\Development Review\Deepak\Preliminary Plan\120150100-White Oak Town Center\Letter\120150100-WOTC-DOT Preliminary Plan Revised Letter

Enclosures: Sight Distance (4-Pages)

cc: SharePoint correspondence Folder

cc-e:	Marc Solomon	Owner
	William Kominers	Lerch, Early, & Brewer, Chtd.
	Bradford Fox	Bohler Engineering
	Kwesi Woodroffe	MDSHA District 3
	Pete Fosselman	MC OCE
	Carrie Sanders	MNCPPC Mid County
	Patrick Reed	MNCPPC Mid County
	Atiq Panjshiri	MCDPS RWPR
	Sam Farhadi	MCDPS RWPR
	Chris Conklin	MCDOT Director

Ms. Amy Lindsey
Preliminary Plan No. 120150100
Revised Letter
July 02, 2021
Page 7

Emil Wolanin	MCDOT Dy. Director
Hannah Henn	MCDOT Dy. Director
Mark Terry	MCDOT DTEO
Dan Sanayi	MCDOT DTEO
Wayne Miller	MCDOT DTS
Sandra Brecher	MCDOT CSS
Beth Dennard	MCDOT CSS
Corey Pitts	MCDOT DTE
Andrew Bossi	MCDOT OTP
Rebecca Torma	MCDOT OTP



MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: MONTGOMERY INDUSTRIAL PARK

Preliminary Plan Number: 1-20150100

Street Name: 12345 COLUMBIA PIKE

Master Plan Road

Classification: ARTERIAL

Posted Speed Limit: 30 mph

Street/Driveway #1 (PROSPERITY DRIVE (WEST))

Street/Driveway #2 (PROSPERITY DRIVE (EAST))

Sight Distance (feet)

OK?

Right 345

YES

Left 386

YES

Sight Distance (feet)

OK?

Right 325

YES

Left 375

YES

Comments: _____

Comments: _____

GUIDELINES

Classification or Posted Speed
(use higher value)

Tertiary - 25 mph

Secondary - 30

Business - 30

Primary - 35

Arterial - 40

(45)

Major - 50

(55)

Required
Sight Distance
in Each Direction*

150'

200'

200'

250'

325'

400'

475'

550'

*Source: AASHTO

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

ENGINEER/ SURVEYOR CERTIFICATE

I hereby certify that this information is accurate and was collected in accordance with these guidelines.



05/21/2021

Date

37966

PLS/P.E. MD Reg. No.

Montgomery County Review:

☒ Approved

☐ Disapproved:

By: Deepak Somarajan

Date: 06/03/2021

Form Reformatted:
March, 2000

PROFESSIONAL CERTIFICATION
I, BRADFORD L. FOX, HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 37966, EXPIRATION DATE: 11/30/2021





MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: MONTGOMERY INDUSTRIAL PARK

Preliminary Plan Number: 1-20150100

Street Name: 12345 COLUMBIA PIKE

Master Plan Road
Classification: ARTERIAL

Posted Speed Limit: 30 mph

Street/Driveway #1 (TECH ROAD)

Street/Driveway #2 (INDUSTRIAL PARKWAY)

Sight Distance (feet) OK?
Right 325 YES
Left 437 YES

Sight Distance (feet) OK?
Right 395 YES
Left 325 YES

Comments: _____

Comments: _____

GUIDELINES

Classification or Posted Speed
(use higher value)

Tertiary	-	25 mph
Secondary	-	30
Business	-	30
Primary	-	35
Arterial	-	40
		(45)
Major	-	50
		(55)

Required
Sight Distance
in Each Direction*

150'
200'
200'
250'
325'
400'
475'
550'

*Source: AASHTO

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

ENGINEER/ SURVEYOR CERTIFICATE

I hereby certify that this information is accurate and was collected in accordance with these guidelines.



05/21/2021

Date

37966

PLS/P.E. MD Reg. No.

Montgomery County Review:

☒ Approved

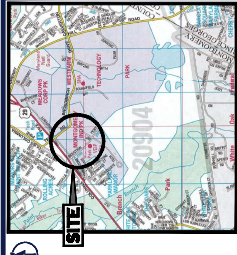
☐ Disapproved:

By: Deepak Somarajan

Date: 06/03/2021

Form Reformatted:
March, 2000

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THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER
UNDER THE LAWS OF THE STATE OF MARYLAND,
LICENSE NO. 37966, EXPIRATION DATE: 11/30/2021



LOCATION MAP
PROJECT: 1-30150100
DATE: 05/21/2021

MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Family/Subdivision Name: MONTGOMERY INDUSTRIAL PARK Preliminary Plan Number: 1-30150100

Street Name: 1245 COLUMBIA PIKE Major City Road Classification: ARTERIAL

Proposed Street Length: 30 ft

Street/Highway #1: TECH ROAD

Street/Highway #2: INDUSTRIAL PARKWAY

Sight Distance (ft):

OK?	Left	Right
YES	325	325
YES	325	325

Comments:

GUIDELINES	
Classification or Posted Speed	Required Sight Distance
Interchange (all lanes)	300
Interchange (one lane)	200
Primary	300
Arterial	35
Minor	35
Major	40
or	45
	50
	55

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) if back from the face of curb is required, to the back of the vehicle or edge of traveled way of the point intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

Source: AASHTO

ENGINEER/SURVEYOR CERTIFICATE

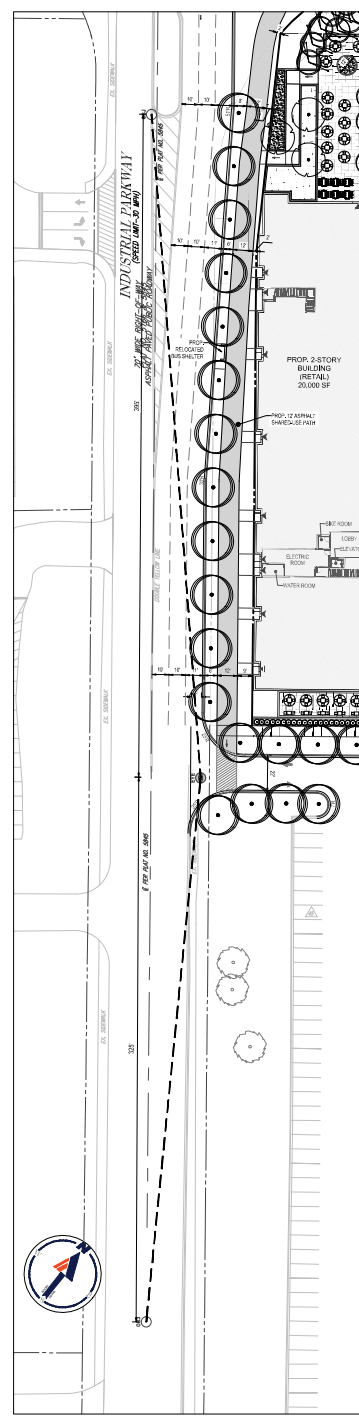
I hereby certify that this information is accurate and was collected in accordance with these guidelines.

Montgomery County Review:

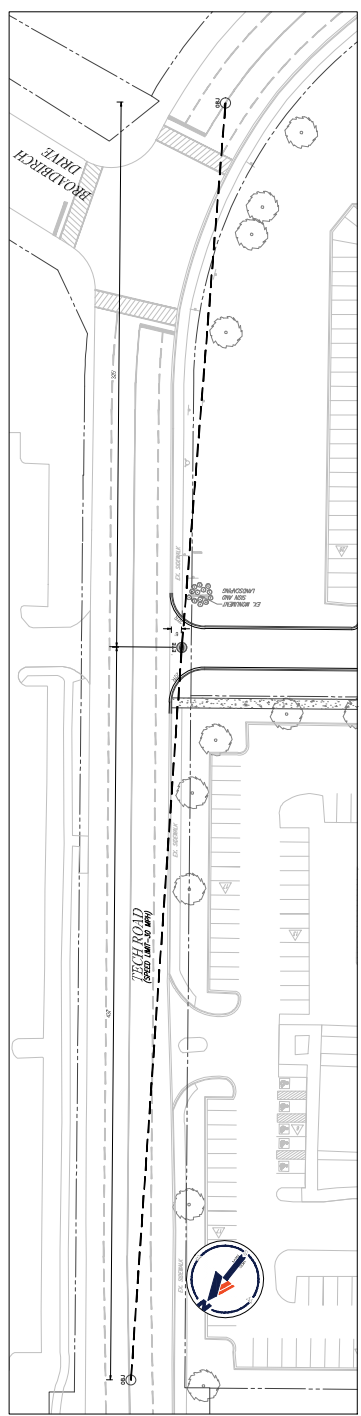
By: [Signature] Date: 05/21/2021

PLS.P.E. NO. Reg. No. 37966

Source: MASHTO



INDUSTRIAL PARKWAY



TECH ROAD

REVISIONS

NO.	DATE	DESCRIPTION
1	05/21/2021	ISSUED FOR PERMITTING

NOT APPROVED FOR CONSTRUCTION

PROJECT NO. 1-30150100
SHEET NO. 1 OF 1
DATE: 05/21/2021

WHITE OAK TOWN CENTER

BDC SPECTRUM II, LLC (C/O FINMARC MANAGEMENT, INC.)

BOHLER

1245 COLUMBIA PIKE, SUITE 200
BETHESDA, MARYLAND 20814
(301) 279-0000
WWW.BOHLENDER.COM

B. L. FOX

PROFESSIONAL ENGINEER
No. 1245 COLUMBIA PIKE, SUITE 200
BETHESDA, MARYLAND 20814
(301) 279-0000

INDUSTRIAL PKWY & TECH ROAD SIGHT DISTANCE

SHEET NUMBER: 1

REVISION: 1 - 05/21/2021

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DEPARTMENT OF PERMITTING SERVICES

Marc Elrich
County Executive

Mitra Pedoeem
Director

July 6, 2021

Mr. Bradley Fox
Bohler Engineering
16701 Melford Blvd.
Bowie, MD 20715

Re: **COMBINED STORMWATER MANAGEMENT
CONCEPT/SITE DEVELOPMENT
STORMWATER MANAGEMENT PLAN** for
White Oak Town Center
Preliminary Plan #: 120150100
SM File #: 269035
Tract Size/Zone: 6.98 ac and 0.98 ac /
I1 and RE2
Total Concept Area: 7.63 ac
Lots/Block: Lot 2 and Outlot B
Parcel(s): N885 and N830
Watershed: Paint Branch / Class III

Dear Mr. Fox:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **conditionally acceptable**. The stormwater management concept proposes to meet required stormwater management goals via microbioretenion and microbioretenion planter boxes.

The following items will need to be addressed during the detailed sediment control/stormwater management plan stage:

1. Permits for construction of buildings (meaning for foundation-to-grade, and above ground) must not be issued until adequate storm drain conveyance has been provided. Permits for other work, such as rough grading, work in the rights of way, and work off-site, may proceed. In addition, DPS does not object to the Planning Board allowing such rough grading, work in the rights of way, and work off-site, to proceed before certification of the site plan.
2. A detailed review of the Environmental Site Design (ESD) stormwater management will be conducted at the time of detailed plan review. This review will include the type, drainage area, sizing, location, pedestrian safety aspects and computations for each ESD practice to verify the ESD treatment volumes claimed in this concept plan and to ensure ESD requirements are met.
3. A detailed review of stormdrain design will be conducted at the time of detailed plan review. Drainage patterns and drainage areas will need to be correctly identified and delineated, and adequate capacity of the downstream receiving infrastructure, whether stormdrain or existing stormwater management facilities, must be demonstrated. All required permissions or permits to



2425 Reedy Drive, 7th Floor, Wheaton, Maryland 20902 | 240-777-0311
www.montgomerycountymd.gov/permittingervices

discharge to downstream properties or infrastructure must be obtained prior to sediment control plan approval.

4. An engineered sediment control plan must be submitted for this development.
5. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.

This list may not be all-inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 **is not required**.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact Jean Kapusnick, P.E. at jean.kapusnick@montgomerycountymd.gov or 240-777-6345.

Sincerely,



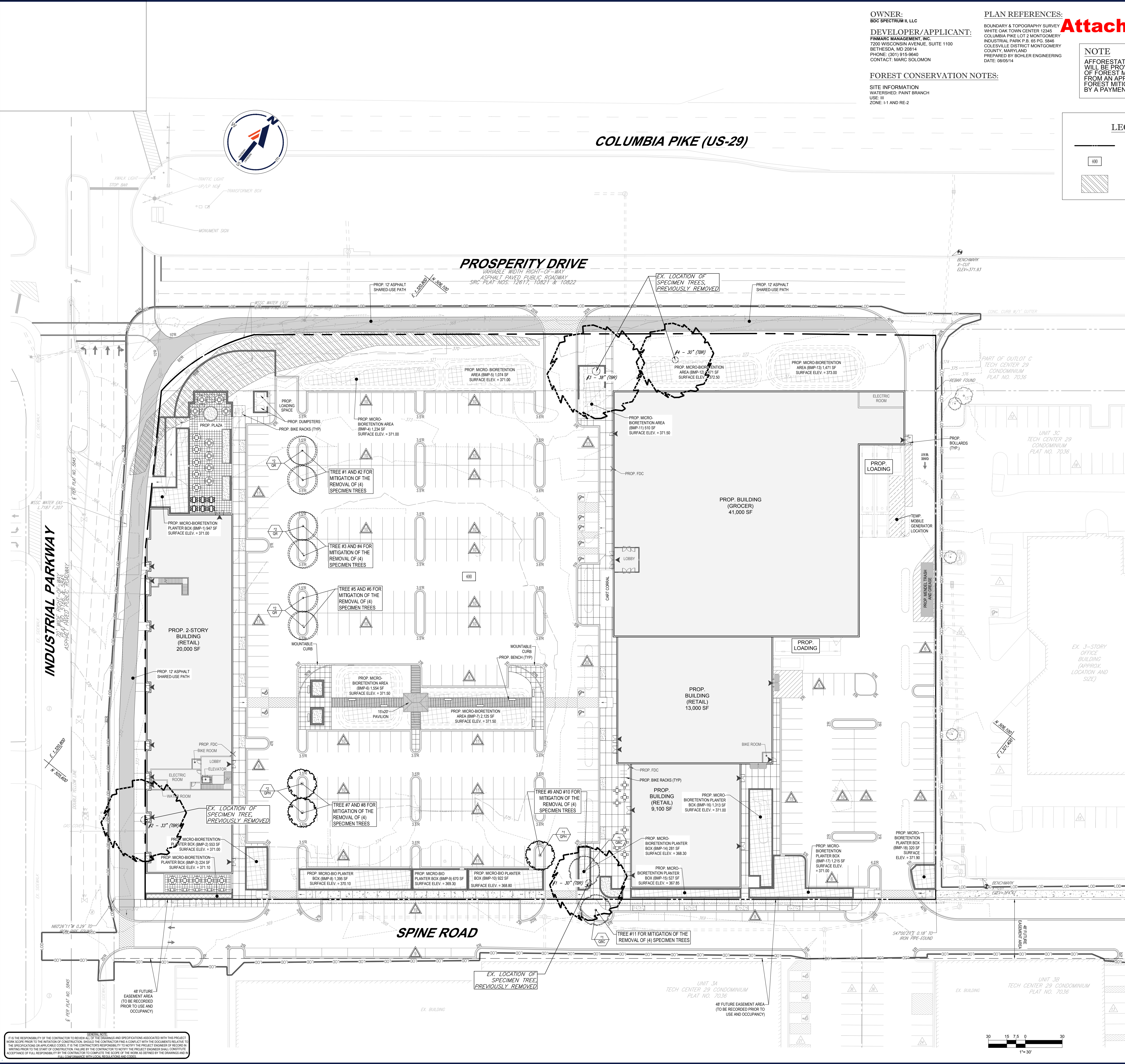
Mark C. Etheridge, Manager
Water Resources Section
Division of Land Development Services

MCE: jak

cc: N. Braunstein
SM File # 269035

ESD: Required/Provided 43,762 cf / 43,847 cf (to be confirmed in detailed plan review phase)
PE: Target/Achieved: 1.8"/1.8" (to be confirmed in detailed plan review phase)
STRUCTURAL: 0.0 cf
WAIVED: 0.0 ac.

DATE: 06/09/2021
PROJECT: FOREST CONSERVATION PLAN FOR WHITE OAK TOWN CENTER
DRAWN BY: LMW
CHECKED BY: LMW
DATE: 06/09/2021
CADD I.D.: 03/26/21
PROJECT: WHITE OAK TOWN CENTER
FOR BDC SPECTRUM II, LLC (C/O FINMARC MANAGEMENT, INC.)
PROPOSED DEVELOPMENT
LOCATION OF SITE:
WHITE OAK TOWN CENTER
12345 COLUMBIA PIKE
SILVER SPRING, MD
MONTGOMERY COUNTY
16701 MOLFORD BLVD., SUITE 310
BOWIE, MARYLAND 20715
PHONE: (410) 672-5998
FAX: (410) 672-5951
MD@BohlerEng.com
WETLAND STUDIES AND SOLUTIONS, LLC
1131 BOWFIELD BOULEVARD, SUITE 1
MILLERSVILLE, MARYLAND 21108
PHONE: (410) 672-5998
FAX: (410) 672-5951
PLAN CERTIFIED BY:
MICHAEL J. KLEBASKO
QUALIFIED PROFESSIONAL
COMAR 08.19.06.01
SHEET TITLE:
PRELIMINARY FOREST CONSERVATION PLAN
SHEET NUMBER:
1
REVISION 2 - 06/09/2021



OWNER:
BDC SPECTRUM II, LLC

DEVELOPER/APPLICANT:
FINMARC MANAGEMENT, INC.
7200 WISCONSIN AVENUE, SUITE 1100
BETHESDA, MD 20814
PHONE: (301) 915-8640
CONTACT: MARC SOLOMON

PLAN REFERENCES:
BOUNDARY & TOPOGRAPHY SURVEY
WHITE OAK TOWN CENTER 12345
COLUMBIA PIKE LOT 2 MONTGOMERY
INDUSTRIAL PARK P.B. 65 PG. 5846
COLEVILLE DISTRICT MONTGOMERY
COUNTY, MARYLAND
PREPARED BY BOHLER ENGINEERING
DATE: 08/05/14

FOREST CONSERVATION NOTES:
SITE INFORMATION
WATERSHED: PAINT BRANCH
USE: III
ZONE: I-1 AND RE-2

NOTE
AFFORESTATION REQUIREMENTS
WILL BE PROVIDED BY PURCHASE
OF FOREST MITIGATION CREDITS
FROM AN APPROVED OFF-SITE
FOREST MITIGATION BANK OR MET
BY A PAYMENT OF FEE-IN-LIEU.

LEGEND
PROPERTY BOUNDARY
SOIL TYPE SYMBOL
EXISTING SLOPES ≥25%

LOCATION MAP
COPYRIGHT AND THE MAP PEOPLE
PERMIT USE NO. 20062153-5
SCALE: 1"=200'

REVISIONS

REV	DATE	COMMENT	DRAWN BY
1	05/21/2021	MNGPPC COMMENTS	LMW
2	06/09/2021	SPECIMAN TREE MITIGATION REVISION	LMW

Mitigation Calculation				
Previously Removed Specimen Trees				
Common Name	Botanical Name	DBH	Tag #	
Willow Oak	Quercus Phellos	30"	1	
Willow Oak	Quercus Phellos	30"	2	
Willow Oak	Quercus Phellos	38"	3	
White Pine	Pinus Strobus	30"	4	
Total DBH removed		128"		
Mitigation Requirement 25%		32"		
Total Replacement Trees at 3" caliper		11		

Replanting Schedule				
Proposed Trees for Mitigation				
Common Name	Botanical Name	Key	Quantity	Stock
Swamp White Oak	Quercus bicolor	QBC	2	B+B 2.5" - 3" CAL 12' - 14' HT.
Red Oak	Quercus Rubra	QR	6	B+B 2.5" - 3" CAL 12' - 14' HT.
Willow Oak	Quercus Phellos	QPH	3	B+B 2.5" - 3" CAL 12' - 14' HT.

FOREST CONSERVATION WORKSHEET				
NET TRACT AREA:				
A. Total tract area ...				8.57
B. Land dedication acres (parks, county facility, etc.) ...				0.00
C. Land dedication for roads or utilities (not being constructed by this plan) ...				0.00
D. Area to remain in commercial agricultural production/use ...				0.00
E. Other deductions (specify) ...				0.00
F. Net Tract Area ...				8.57
LAND USE CATEGORY: (from Trees Technical Manual)				
Input the number "1" under the appropriate land use, limit to only one entry.				
ARA	MDR	IDA	HDR	MPO
0	0	0	0	1
G. Afforestation Threshold ...				
15% x F =				1.29
H. Conservation Threshold ...				
15% x F =				1.29
EXISTING FOREST COVER:				
I. Existing forest cover ...				0.00
J. Area of forest above afforestation threshold ...				0.00
K. Area of forest above conservation threshold ...				0.00
BREAK EVEN POINT:				
L. Forest retention above threshold with no mitigation ...				0.00
M. Clearing permitted without mitigation ...				0.00
PROPOSED FOREST CLEARING:				
N. Total area of forest to be cleared ...				0.00
O. Total area of forest to be retained ...				0.00
PLANTING REQUIREMENTS:				
P. Reforestation for clearing above conservation threshold ...				0.00
Q. Reforestation for clearing below conservation threshold ...				0.00
R. Credit for retention above conservation threshold ...				0.00
S. Total reforestation required ...				0.00
T. Total afforestation required ...				1.29
U. Credit for landscaping (may not exceed 20% of "S") ...				0.00
V. Total reforestation and afforestation required ...				1.29

Forest Conservation Data Table				
Tract		Number of Acres		
Remaining in Agricultural Use		8.57		
Road & Utility ROWs*		-		
Total Existing Forest		-		
Forest Retention		-		
Forest Cleared		-		
Land Use & Thresholds†		Land Use Category		
		ARA, MDR, IDA, HDR, MPO, or CIA		
		Conservation Threshold		
		20% percent		
		Afforestation Threshold		
		15% percent		
Stream(s)		Total Channel Length (ft.)		Average Buffer Width (ft.)
		Retained		Cleared
Acres of Forest in Wetlands		-		-
100-Year Floodplain		-		-
Stream Buffers		-		-
Priority Areas		-		-

DEVELOPER'S CERTIFICATE

The undersigned agrees to execute all the features of the Approved Final Forest Conservation Plan No. 120150100, including, financial bonding, forest planting, maintenance, and all other applicable agreements.

Developer's Name: BDC SPECTRUM II, LLC (c/o Finmarc Management, Inc.)
Printed Company Name

Contact Person or Owner: Marc Solomon
Printed Name

Address: 7200 Wisconsin Avenue, Suite 1100, Bethesda, MD 20814

Phone and Email: msolomon@finmarc.com

Signature:

GENERAL NOTE:
IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THIS PROJECT.
WORK SHOWN PRIOR TO THE START OF CONSTRUCTION, SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS OR ANY OTHER CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY FOR THE CONTRACTOR TO COMPLY WITH THE SPECIFICATIONS AS DEFINED BY THE DRAWINGS AND ALL FULL CONFORMANCE WITH LOCAL, STATE AND FEDERAL LAWS.