

FAIRLAND AND BRIGGS CHANEY MASTER PLAN IMPLEMENTATION ADVISORY COMMITTEE ("FBCIAC")

June 18, 2025

Chairman Artie Harris
The Montgomery County Planning Board of
The Maryland-National Capital Park and Planning Commission
2425 Reddie Drive
Wheaton, Maryland 20902

Re: Soliciting Support for the Cherry Hill Road Bikeway Project

Chair Harris and Members of the Planning Board:

The Fairland-Briggs Chaney Master Plan Implementation Advisory Committee ("FBCIAC") is pleased to advise you of our support for the Cherry Hill Road Bikeway Project to promote cycling as a safe, sustainable and healthy mode of transportation, and of our recommendation that the Planning Board send the Montgomery County Council a Resolution supporting the Cherry Hill Road Bikeway Project by taking feasible steps to accelerate the timetable for the Project's design, construction, and financing for its completion.

Cherry Hill Road has 1.5 miles of bike lanes. They run from Old Columbia Pike to the Prince George's County line. The bike lanes consist of asphalt separated from the roadway surface only by painted lines, which provide no protection from distracted or unsafe drivers traveling at a posted speed of 40 mph.

The Project's proposed concrete barriers would provide better protection for cyclists by physically separating the bike lanes from traffic. Physically-separated bike lanes would encourage more residents to use the bicycle lanes, because safety concerns likely contribute to the underutilization of the bike lanes. More people commuting by bike (or e-bike) would reduce traffic and air pollution, and create multiple health benefits for the Community.

Constructing the Cherry Hill Road Bikeway Project would animate nearby residential communities by connecting them to such locations as the Plum Orchard Shopping Center, the Adventist Healthcare White Oak Medical Center, and the developing Viva White Oak.

As a practical example of the advantages of a completed Project, FBCIAC member Lester Ortiz bikes several thousands of miles a year, including cycling to work along Cherry Hill Road. Although an experienced cyclist, he does not feel safe using the existing bike lanes due to the lack of any physical separation from the fast-moving traffic. Mr. Ortiz cited as particularly hazardous the segment between Route 29 and the Adventist Healthcare White Oak Medical Center, with its uneven sidewalks and unprotected lanes. Mr. Ortiz strongly supports the Project's improvements, especially the installation of concrete barriers. He noted that such

Fairland and Briggs Chaney Master Plan Implementation Advisory Committee ("FBCIAC")
members: Chrystel Akakpo, LaTonya Brooks, Radwan Chowdhury, Tracy Cooper, Secretary,
Timothy Dugan, Chair, Absa Fall, Vice Chair, Lester Ortiz, Sylvia Saunders, Jasvinder (Jas) Singh,
and Dan Wilhelm
4921-1135-2391, v. 1

FAIRLAND AND BRIGGS CHANEY MASTER PLAN IMPLEMENTATION ADVISORY COMMITTEE ("FBCIAC")

improvements not only would allow him to more safely use the route, but also would encourage other residents to travel and commute by bicycle.

The Planning Board's Resolution could acknowledge the competing demands for limited County resources, but still could identify two of the existing financing sources and recommend an additional one, as follows:

- The State is funding a portion of the Cherry Hill Road Bikeway Project through CIP Project P502314.
- Sections of the bikeway already are planned to be constructed as part of the developer-funded Viva White Oak projects.
- As an additional source, the Resolution could recommend amending the White Oak Local Area Transportation Improvement Program ("LATIP") (CIP Project P502314) by funding the contemporaneous construction of the Broadbirch Dr/Calverton Blvd intersection improvements and the nearby section of the Cherry Hill Road Bikeway Project. One construction project would reduce the total funds required and disrupt the public only once, instead of twice.

We thank you for considering our recommendation to support the timely construction of the Cherry Hill Road Bikeway Project.

Respectfully submitted,

Fairland and Briggs Chaney Master Plan Implementation Advisory Committee

ATTACHMENT H

Tettelbaum, Emily

From: Eileen Finnegan <finnegan20903@yahoo.com>
Sent: Wednesday, August 27, 2025 12:51 PM
To: Sanders, Carrie
Cc: Mencarini, Katherine; Tettelbaum, Emily
Subject: Re: Viva White Oak TIF Thanks!

Follow Up Flag: Follow up
Flag Status: Flagged

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Carrie--
I should have read the banner on the DAIC page! DUH....

I am eager to see any traffic details in this application. My fear is that the WO LATIP is the answer. Given that this pay-and-go policy is 10-years old and based on analysis which is 15-years old I question the validity. Also, Council is considering ending the TMD program which is the only mechanism in the WOSG plan to attempt to address the capacity issues.

Thanks again.
Eileen

On Wednesday, August 27, 2025 at 09:36:13 AM EDT, Sanders, Carrie <carrie.sanders@montgomeryplanning.org> wrote:

Eileen,

Thank you for checking in on the Viva White Oak Development District.

The applicant has applied for provisional adequate public facilities approval for the Development District. The Planning Board will consider the provisional APF for the Development District. Their decision will be transmitted to the County Council. The County Executive's office will also issue a report to the County Council following the Planning Board's hearing. Then the County Council will consider the establishment of the Development District and the TIF.

The Development Activity Information Center (DAIC) is undergoing maintenance until August 29 and is currently not available. To access the application materials on August 29, visit DAIC and type in the application number (APF202602). I have attached the applicant's statement of justification, which is posted to the DAIC that is currently undergoing maintenance as I think this is helpful information.

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The tentative Planning Board date for review/approval of the provisional APF for the Development District is September 25.

I hope this is helpful,

Carrie



Carrie Sanders

Chief, East County Planning Division

Montgomery County Planning Department

2425 Reddie Drive, Floor 13, Wheaton, MD 20902

carrie.sanders@montgomeryplanning.org

o: 301-495-4653



From: Eileen Finnegan <finnegan20903@yahoo.com>
Sent: Tuesday, August 26, 2025 2:24 PM
To: Sanders, Carrie <carrie.sanders@montgomeryplanning.org>
Cc: Mencarini, Katherine <katherine.mencarini@montgomeryplanning.org>
Subject: Re: Viva White Oak TIF

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Carrie, Katie--

Today's mail brought a notice from Miles & Stockbridge regarding the APFO for Viva.

According to the letter, the application and files are on DAIC--but I don't see anything and the system does not individually list APFO cases. Is there a link?

ATTACHMENT H

Since the letter indicates that the public hearing is tentatively scheduled for Sep 25, when do you anticipate that staff will post a report?

Thanks,

Eileen

On Monday, August 25, 2025 at 04:03:44 PM EDT, Eileen Finnegan <finnegan20903@yahoo.com> wrote:

Hi Carrie,

I was told by Council staff that the next step in this potential TIF is at Planning with an APFO review. AND, the applicant would have to file for that review. After the APFO evaluation by the Planning Board, the County Executive would create a fiscal report which will be shared with the Council.

So, what is the status from your perspective? Is an application by MCB in the works? Is a new traffic study holding the process up?

Hopefully you can help me understand this process. Thanks.

Regards,

Eileen

ATTACHMENT H

Tettelbaum, Emily

From: Barry Wides <barrywides@hotmail.com>
Sent: Tuesday, September 9, 2025 10:09 AM
To: Tettelbaum, Emily; Sanders, Carrie
Subject: Re: Viva White Oak Adequate Public Facilities Analysis

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Please include both. And please seriously consider the planning implications of relying on a 10 year old LATIP with 15 year old data when a developer building a new city in Montgomery County with limited road accessibility. The Council has a letter in the works asking the planning board not to rely exclusively on this old LATIP analysis when doing their traffic planning work.

Thanks

From: Tettelbaum, Emily <Emily.Tettelbaum@montgomeryplanning.org>
Sent: Monday, September 8, 2025 11:49 AM
To: Barry Wides <barrywides@hotmail.com>
Subject: RE: Viva White Oak Adequate Public Facilities Analysis

Thank you, Mr. Wides. Would you like the email below included with the Planning Board staff report in addition to the email that you sent to me on 7/7/2025 (also attached)? Or would you prefer that I only include the email below?

Best Regards,
Emily



Emily Tettelbaum

Planner III, Midcounty Planning Division
Montgomery County Planning Department
2425 Reedie Drive, Floor 14, Wheaton, MD 20902
emily.tettelbaum@montgomeryplanning.org
o: 301-495-4569



From: Barry Wides <barrywides@hotmail.com>
Sent: Saturday, September 6, 2025 3:28 PM
To: Tettelbaum, Emily <Emily.Tettelbaum@montgomeryplanning.org>
Subject: Fw: Viva White Oak Adequate Public Facilities Analysis

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

From: Barry Wides <barrywides@hotmail.com>
Sent: Saturday, September 6, 2025 3:23 PM
To: carrie.sanders@montgomeryplanning.org <carrie.sanders@montgomeryplanning.org>;

ATTACHMENT H

emily.tettlebaum@montgomeryplanning.org <emily.tettlebaum@montgomeryplanning.org>

Subject: Viva White Oak Adequate Public Facilities Analysis

Dear Carrie and Emily,

I am writing on behalf of the North White Oak Civic Association to provide feedback on the submission by MCB for the Planning Board's adequate public facility analysis. While we are aware of the possibility of a September 25 hearing date we wanted to provide this feedback in advance of that hearing at which a representative of our association will testify.

First, we do not believe that the payment of a LATIP fee, or the construction of 3 minor intersection improvements, substitutes for a comprehensive assessment of the car transportation impacts of a new city comprised of 5,000 new residential units (nearly 9,000 residents based on household size estimates provided by MCB) and 6 million square feet of commercial space. The challenge of transportation for this site is further compounded by the fact that the south and east sides of the property are landlocked (due to the FDA and Army facilities) and traffic flow out of the site is severely limited. Large planned communities with similar number of units/residents/commercial space, such as King Farm and Kentlands, are examples of projects went through a much more comprehensive public facilities review. Adequate planning helped ensure that these communities have multiple points of entry and exit to major roadways from their communities on all sides. A comprehensive look at how cars get in and out of the Viva White Oak property is essential. We believe Chair Harris and Board Member Pedoeem were receptive to this concern at the May 2025 Planning Board hearing on Viva White Oak.

Even if the decision were made to rely exclusively on the LATIP, with no further review by the planning board, it would require that the LATIP be updated for current traffic conditions and costs and not relying on a study that has not been significantly updated since 2016 (based on 2010 traffic studies) as well as revisiting assumptions about the adequacy of proposed improvements at key entry and egress points from Viva White Oak to the already traffic choked US 29 (e.g., Tech Road & US 29, Industrial Boulevard & US 29).

In conclusion, we cannot see how the County can proceed with the development of a small city without a true adequate public facilities analysis of roadway capacity.

Thanks very much for your consideration of our views.

Sincerely,

Barry Wides
President, North White Oak Civic Association
11803 Ithica Drive
Silver Spring, MD 20904
cell 301-641-0098

ATTACHMENT H

Tettelbaum, Emily

From: Barry Wides <barrywides@gmail.com>
Sent: Monday, July 7, 2025 11:42 AM
To: Tettelbaum, Emily
Subject: Fwd: Proposed Amendment the the County Executive's Viva White Oak TIF Legislation
Attachments: Amendment to Elrich TIF Memo 4.30.25.pdf; Testimony of Barry Wides Council Hearing June 10 2025.docx; Exhibit D Viva White Oak.docx; Staff_Report TIF.pdf

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

----- Forwarded message -----

From: Barry Wides <barrywides@gmail.com>
Date: Wed, Jul 2, 2025 at 5:48 PM
Subject: Proposed Amendment the the County Executive's Viva White Oak TIF Legislation
To: Jawando's Office, Councilmember
<councilmember.jawando@montgomerycountymd.gov>, Councilmember Glass
<Councilmember.Glass@montgomerycountymd.gov>,
<councilmember.sayles@montgomerycountymd.gov>
Cc: Chris Wilhelm <chris.wilhelm@montgomerycountymd.gov>, Dave Kunes <dave.kunes@montgomerycountymd.gov>,
Mink's Office, Councilmember <Councilmember.Mink@montgomerycountymd.gov>,
Victoria.Tajzai@montgomerycountymd.gov
<Victoria.Tajzai@montgomerycountymd.gov>

Dear Councilmembers Jawando, Glass, and Sayles, I am writing on behalf of the North White Oak Civic Association concerning the Viva White Oak TIF legislation which may soon be going through markup in either the Economic Development Committee or the Planning, Housing and Parks Committee. The second public hearing is on July 8. The North White Oak Civic Association represents 500 residents in a community within a half mile of the Viva White Oak development.

The North White Oak Civic Association is generally supportive of the redevelopment proposal for Viva White Oak. However, our association is concerned about the traffic impacts of the development. Viva White Oak is larger than Kentlands (as many as 4,700 housing units and 2.6 million square feet of commercial space, versus 4,400 residential units at Kentlands and only 700,000 square feet of commercial space). However, due to the fact that the FDA and Paint Branch are surrounding Viva White Oak, ingress and egress to the Viva White Oak development is severely limited as compared to other large planned communities in Montgomery County such as Kentlands and King Farm.

To help address this issue, our association is proposing that, in addition to improvements on the Viva White Oak development footprint, the TIF monies also be able to be used to fund road improvements on the arterial roads that support Viva White Oak (see attached amendments to the April 30 memo to the council and proposed TIF legislation. I have also attached our association's testimony at the June 10 public hearing.

Thanks very much for your consideration. I would be happy to discuss at your convenience.

Sincerely,
Barry Wides
President, North White Oak Civic Association cell 301-641-0098

ATTACHMENT H

Request to Consider Creation of a Development District – White Oak

April 30, 2025

Page 2 of 2

As a further point of information for the County Council at this time, the owner/developer of the property described in this request has also requested that the County consider the creation of a Tax Increment Financing (TIF) District for the properties described here and in Exhibits A and B. The Maryland Economic Development Article, Sections 12-201, et seq., requires that action to create a Development District should be considered in conjunction with the creation of the corresponding TIF District the County Code requires a multi-step process with an initial hearing on establishment of a Development District. Therefore, I wanted to inform the Council that it is my intention to request consideration of establishing a TIF District and tax increment financing for this property.

and
the
ROADWAYS
identified
in
Exhibit
D.

Thank you for your consideration of this initial request to hold a hearing to establish a Development District on the East County properties described in this request.

Should you have any questions, please contact Tom Lewis in the Office of the County Executive at 240-585-0123.

Enclosures: Exhibit A – Proposed Development District Parcel IDs

Exhibit B – Proposed Development District Parcel Map

Exhibit C – Draft Resolution for Development District

Exhibit D – Proposed Development District supporting

cc: Kristin Mink, Councilmember, District 5

Michael J. Coveyou, Director, Department of Finance

Nancy B. Feldman, Chief, Division of Fiscal Management, Department of Finance

Thomas Lewis, Development Ombudsman

Ken Hartman Espada, Assistant Chief Administrative Officer

Tricia Swanson, Director, Strategic Partnerships

Aerial ROADWAYS

ATTACHMENT H



Committee: GO

Committee Review: At a future date

Staff: Bilal Ali, Legislative Analyst

Purpose: To introduce agenda item – no vote expected

AGENDA ITEM #5G

May 13, 2025

Introduction

SUBJECT

To introduce a Resolution to approve the Creation of Development District and Tax Increment Financing District - White Oak

EXPECTED ATTENDEES

- N/A

COUNCIL DECISION POINTS & COMMITTEE RECOMMENDATION

- N/A

DESCRIPTION/ISSUE

- The County Executive is requesting the County Council hold a hearing on the creation of a Development District in the Eastern portion of the County in the area of White Oak near the U.S. Food and Drug Administration Headquarters and Adventist Hospital, consisting of approximately 294 acres.
- The Office of the County Executive will provide additional, more specific information to the Council President more than two weeks prior to the scheduling of the public hearing with sufficient detail to satisfy the provisions of Section 14-6 of the County Code for the establishment of a Development District.

This report contains:

County Executive's Memo
Resolution

© 1-4

© 5-6

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OFFICE OF THE COUNTY EXECUTIVE

Marc Elrich
County Executive

MEMORANDUM

April 30, 2025

TO: Kate Stewart, President,
Montgomery County Council

FROM: Marc Elrich, County Executive 

SUBJECT: Request to Consider Creation of a Development District – White Oak

In accordance with Montgomery County Code (the County Code), Section 14-6(b), I am requesting the County Council hold a hearing on the creation of a Development District in the Eastern portion of the County in the area of White Oak near the U.S. Food and Drug Administration Headquarters and Adventist Hospital, consisting of approximately 294 acres, as described more specifically in Exhibit A (list of included Parcel IDs) and Exhibit B (Parcel Map) attached to this memorandum.

Eastern Montgomery County presents a significant opportunity to attract private investment and add significant housing, retail and private sector job opportunities. Following many years of external partnership building, the County has attracted an experienced development team with an interest in, and comprehensive plan for, bringing a major development to this area.

The developer has proposed to develop a mixed-use development to include much needed residential, retail, and other commercial and life science assets within the boundaries described in Exhibits A and B. The maximum number of housing units proposed by the developer is estimated to be 4,708 housing units, consisting of townhomes, multi-family and senior living apartments. The maximum nonresidential space that the property developer intends to build is estimated to be 2,638,200 gross square feet. I have included a draft resolution for creation of this Development District as Exhibit C.

The Office of the County Executive will provide additional, more specific information to the Council President more than two weeks prior to the scheduling of the public hearing with sufficient detail to satisfy the provisions of Section 14-6 of the County Code for the establishment of a Development District.

ATTACHMENT H

Request to Consider Creation of a Development District – White Oak

April 30, 2025

Page 2 of 2

As a further point of information for the County Council at this time, the owner/developer of the property described in this request has also requested that the County consider the creation of a Tax Increment Financing (TIF) District for the properties described here and in Exhibits A and B. The Maryland Economic Development Article, Sections 12-201, et seq., requires that action to create a Development District should be considered in conjunction with the creation of the corresponding TIF District the County Code requires a multi-step process with an initial hearing on establishment of a Development District. Therefore, I wanted to inform the Council that it is my intention to request consideration of establishing a TIF District and tax increment financing for this property.

Thank you for your consideration of this initial request to hold a hearing to establish a Development District on the East County properties described in this request.

Should you have any questions, please contact Tom Lewis in the Office of the County Executive at 240-585-0123.

Enclosures: Exhibit A – Proposed Development District Parcel IDs
Exhibit B – Proposed Development District Parcel Map
Exhibit C – Draft Resolution for Development District

cc: Kristin Mink, Councilmember, District 5
Michael J. Coveyou, Director, Department of Finance
Nancy B. Feldman, Chief, Division of Fiscal Management, Department of Finance
Thomas Lewis, Development Ombudsman
Ken Hartman Espada, Assistant Chief Administrative Officer
Tricia Swanson, Director, Strategic Partnerships

ATTACHMENT H

Exhibit A

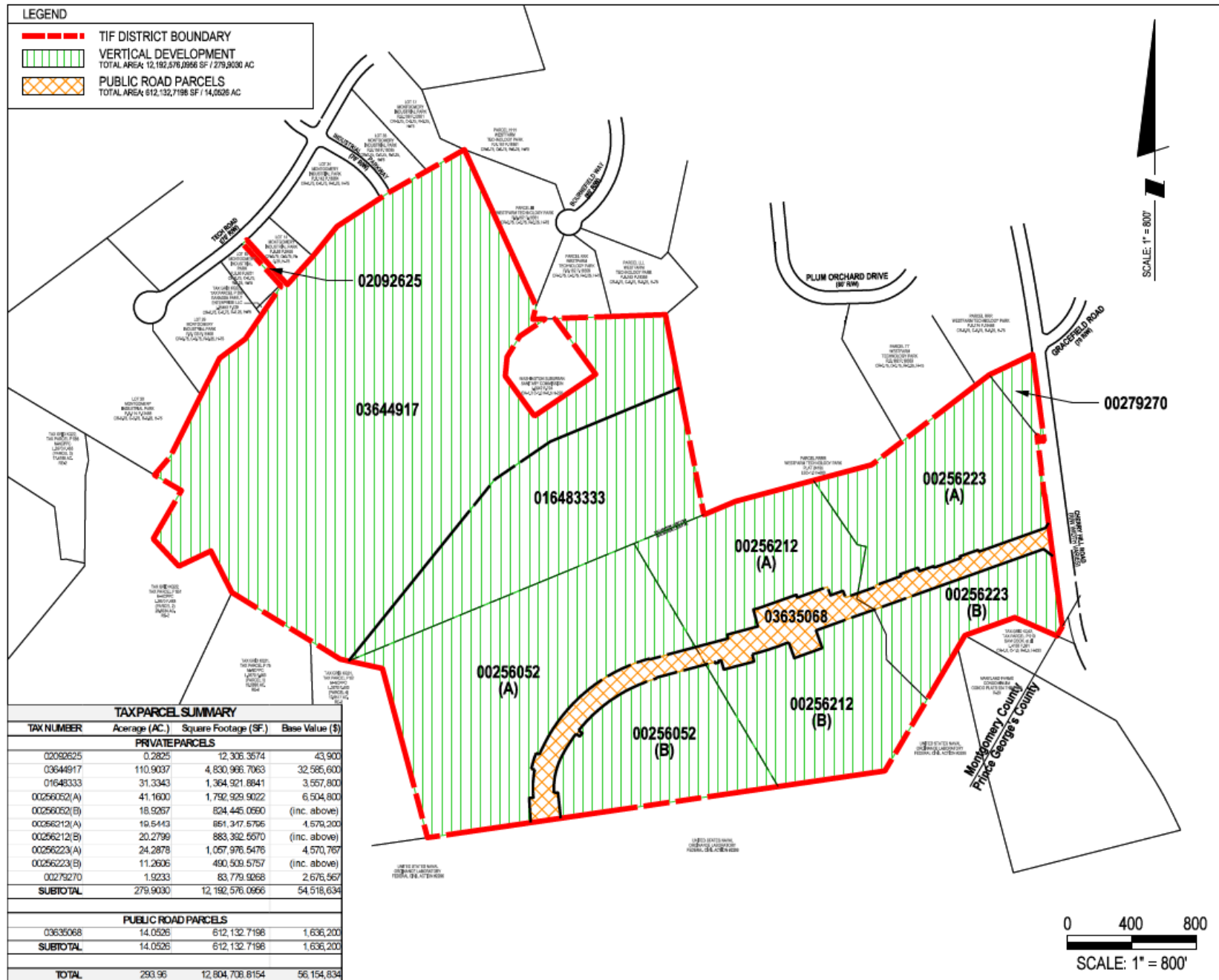
Parcel ID	Property Address	Owner	Acreage	Base Assessed Value As of 2024 ^(a)		
				Land	Improvement	Total
05-00256223	11700 Cherry Hill Rd	Global LifeSci Development Corporation	35.5484	\$3,783,200	\$787,567	\$4,570,767
05-00256052	Cherry Hill Rd	Global LifeSci Development Corporation	60.0867	\$6,504,800	\$0	\$6,504,800
05-00256212	Cherry Hill Rd	Global LifeSci Development Corporation	39.8242	\$4,579,200	\$0	\$4,579,200
05-01648333	11650 Cherry Hill Rd	Global LifeSci Development Corporation	31.3343	\$3,383,600	\$174,200	\$3,557,800
05-03644917	2201 Industrial Pkwy	Global LifeSci Development Corporation	110.9037	\$32,585,600	\$0	\$32,585,600
05-00279270	11800 Cherry Hill Rd	Global LifeSci Development Corporation	1.9233	\$2,422,700	\$253,867	\$2,676,567
05-02092625	Tech Rd	Global LifeSci Development Corporation	0.2825	\$43,900	\$0	\$43,900
05-03635068 ^(b)	FDA Blvd	United States of America	14.0526	\$1,636,200	\$0	\$1,636,200
Total			293.9557	\$54,939,200	\$1,215,634	\$56,154,834

^(a)Assumes TIF district is created as of 2025. As a result, value for base is as of 7/1/2024. Source: Maryland State Department of Assessments & Taxation.

^(b)According to SDAT the parcel card for parcel 05-03635068 address is Cherry Hill Rd, but is the location of FDA Blvd.

ATTACHMENT H

Exhibit B



ATTACHMENT H

Resolution No.: _____
Introduced: _____
Adopted: _____

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND

Lead Sponsor: Council President at the Request of the County Executive

SUBJECT: Creation of Development District and Tax Increment Financing District

Background

1. Chapter 14 of the County Code, which is the development district law the County Council enacted in 1994, establishes a procedure by which the Council by resolution may create a development district.
2. Under County Code Section 14.6, the County Executive may request that the Council hold a public hearing regarding the creation of a development district.
3. On April 30, 2025, the County Executive transmitted such a request to Council pursuant to County Code Section 14.6, which included the identification of the proposed boundaries of the proposed development district, as well as a listing of the maximum number of housing units and the maximum nonresidential space expected to be built in the proposed district.
4. As required by County Code Section 14-6(a), the Council held a public hearing on this petition, after due notice, on [Date].

Action

The County Council for Montgomery County, Maryland approves the following resolution:

As authorized by County Code § 14-6(b), the County Council intends to create a development district in the area of White Oak, Maryland, specified in the County Executive's request filed with the Council on April 29, 2025. Intensive development of and public investment in that area during the term of the district will benefit the public interest because certain public facilities and development will be provided in a more timely and coordinated fashion within the district.

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As authorized by County Code § 14-7 through 14-9, the Council intends that a significant evaluation of the proposed district be initiated culminating in a second resolution that will determine how or whether the district will be created.

This is a correct copy of Council action.

Sara R. Tenenbaum
Clerk of the Council

ATTACHMENT H

Testimony of Barry Wides

President, North White Oak Civic Association

Before the Montgomery County Council

in the matter of

Resolution to approve the Creation of Development District and Tax Increment
Financing District - White Oak

June 10, 2025

Good afternoon. I am Barry Wides, representing the North White Oak Civic Association, a community association in Silver Spring operating continuously over the past 51 years and incorporated in 1974. NWOCA represents about 500 families living in the area bounded by US 29, New Hampshire Avenue, Jackson Road, and the Paint Branch Park. I also served on the County's Friends of White Oak committee from 2017 to 2021.

The closest boundary of our civic association and the south eastern boundary of Viva White Oak on Industrial Boulevard is about a half mile. Given our neighbors' proximity to the proposed Viva White Oak development, we are particularly impacted by traffic at this project which could contain 4,700 units and 2.6 million square feet of nonresidential space.

Our association supports the creation of the White Oak Tax Increment Financing (TIF) and Development Districts. However, we would like to see the resolution amended so as to expand these Districts to include nearby arterial roads thus allowing for funds to be used for roadway expansion on US 29, Old Columbia Pike, and Cherry Hill Road.

Why is this so important? It should be noted that that Viva White Oak is landlocked on the south and southwest by FDA and the Paint Branch, respectively. Because of those geographic limitations, the only ingress and egress to Viva White Oak would either be from Industrial Boulevard or Tech Road to Old Columbia Pike/US 29 or FDA Boulevard (and possibly new streets) onto Cherry Hill Road. And rush hour traffic along US 29 currently is notorious for being among the worst in the County. A southbound two-mile trip on US 29 from Industrial Boulevard/Tech Road, where southbound driving Viva White Oak residents would exit their development, to the Beltway during rush hour currently takes 25-30 minutes. The recent proposal to create Flash bus dedicated lanes on US 29 could potentially facilitate access to the Silver Spring metro for some commuters. However, for

commuters unable to use mass transit, the loss of a traffic lane and the increased development at Viva White Oak would further worsen a bad situation.

The 2014 White Oak Master Plan identifies a number of road projects on US 29, Old Columbia Pike, Powder Mill Road, and other major roadways near Viva White Oak to address these problems. However, besides the Flash Bus, no significant transportation improvements have been made in more than a decade since the plan was approved. Many of the proposed projects identified in the Master Plan on this US 29 have been languishing on the books since the 1990s.

We would note that comparable large planned communities in Montgomery County, such as Kentlands and King Farm, do not suffer from inadequate peripheral road access. Kentlands, with 4,400 residential housing units and a million square feet of commercial space has four major roadways on all sides of the community and benefits from proximity to I-370 and I-270. King Farm, with about 3,000 housing units, also has good peripheral road access on all sides with almost direct access to I-270 from Shady Grove Road and Redland Road.

Our neighbors would like to see the Percontee and WSSC Site 2 property be developed, but in a manner that occurs concurrent with peripheral road improvements. We are hoping that funds borrowed through the TIF/Development District could be used to fund such projects as widening of Old Columbia Pike (and rebuilding the bridge over the Paint Branch), US 29, and Cherry Hill Road and other traffic mitigating solutions. As part of this effort, we believe a coordinated peripheral roads improvement project should be spearheaded by Montgomery County in coordination with the Maryland State Highway Administration and Prince George's County so those improvements come on line as any new development is built out. New ideas such as a Cherry Hill interchange with I-95, a mile south east of Viva White Oak, and a Flash bus to the nearby Greenbelt Metro Station should be explored.

Thank you for your considerations of our views in this matter.

Greater Colesville Citizens Association

PO Box 4087
Colesville, MD 20914
July 20, 2025

Montgomery County Planning Department
Attn: Jason Sartori, Director
2425 Reddie Drive
Wheaton, MD 20902

Re: Viva White Oak TIF and APFO

Dear Janson Sartori:

On July 8th the County Council held a second public hearing on the County Executive's proposal to create a Tax Increment Financing (TIF) program for the Viva White Oak (VWO) project. At the conclusion of the hearing, the council voted to create a Development District and TIF District that cover only the VWO development project. The council will next start to address the financial aspects of the TIF. The council president indicated at both hearings that they will ask the Planning Board for an Adequate Public Facilities Ordinance (APFO) review of the project, presumably to identify those infrastructure projects needed to accommodate the development.

As you know, normally infrastructure **within** a development is the responsibility of the developer while infrastructure **outside** of the development is reviewed under the APFO Local Area Transportation Program (LATR) and Schools Test. Improvements outside the development, as determined by the LATR, are normally funded by the developer unless they cost too much or already included in the CIP. For the White Oak Science Gateway Master Plan, the LATR has been replaced with the Local Area Transportation Improvement Program (LATIP). Each developer in this area is required to pay a LATIP fee based upon the number of trips their development will produce.

We will first address how to approach the TIF and what it should fund. Next, we address the projects that should be identified to accommodate VWO under the APFO.

TIF

Since so much infrastructure is required both within and outside the VWO development, GCCA supports the TIF to help finance it.

The TIF should be designed around phases. By phasing the TIF spending limit, it will allow important topics to be addressed in parallel with the initial construction efforts. The first phase should include those internal projects identified in the May 29, 2025 Preliminary Plan Approval for VWO. That includes the three master planned roads and related projects including sidewalks, bikeways, stormwater management and electrical/communications conduit. It also must include water and sewer mains.

ATTACHMENT H

The TIF could be structured so that it has a maximum borrowing limit, then additional increments would be added as preliminary plans/site plans are approved in the future. The other alternative is to not have a maximum limit but just amend the borrowing limit as plans are approved.

The LATIP fee that VWO would be required to pay should also be included in the TIF and, if any funding capacity remains, that funding capacity could be used for some of the other needed projects (both LATIP and CIP).

In addition to internal projects, the initial TIF increment should include any external project identified in the LATIP that VWO will need to accommodate vehicle traffic. Note that there are only two entrances into this new city of VWO: via Cherry Hill Rd and US29. Five LATIP projects should be authorized in the first TIF phase because they add road capacity to already congested roads.

- US29/Old Columbia Pike at Tech Rd/Prosperity Dr intersection
- US29/Old Columbia Pike at Industrial Pkwy intersection
- Industrial Pkwy at Prosperity Dr intersection
- Bikeway on Industrial Pkwy between Old Columbia Pike and Tech Rd (to match the design within VWO)
- Cherry Hill Rd at Broadbirch RD intersection. This should be done in conjunction with the ongoing Cherry Hill Bikeway effort to minimize cost.

Note that the County should be collecting LATIP fee payments from other projects that could be used to fund some of these projects, especially the last one. While most of the TIF raised funds will be used by MCB, some could be used by the county, such as the Cherry Hill/Broadbirch intersection.

The first TIF phase needs to be approved rapidly so MCB can proceed to designing, permitting and building those items. Delays in allowing them to proceed will as a minimum delay the entire project and could result in potential tenants deciding not to locate in VWO.

APFO/LATIP

The roads will not be able to accommodate the traffic to/from VWO, even with the needed improvements identified above. The Master Plan recognized this by requiring that actions be undertaken to reduce the number of vehicle trips. The result of these efforts is known as the Non-Auto Driver Mode Share (NADMS), where VWO must achieve at least a 30% level. While walking and biking will help, their contribution is too small to address the need. Good transit service is primary solution. We propose below what we think is the transit solution, but there needs to be a commitment to implementing it shortly after tenants start occupying VWO. The LATIP includes \$14.6M in fund transit projects. In addition, MCB is proposing five structured parking garages to accommodate 4476 vehicles at a cost of \$122M, that would be financed through the TIF. We agree that garages are needed and that they should be funded via the TIF. However, there needs to be an estimate of how many of those spaces could be eliminated by providing good transit service. Funds not spent on parking could then be used to help fund transit. Surely some of the transit capital cost will still need to be funded via the CIP. These topics have not been addressed by MCB or the county, but this must be done.

We propose that, while construction is underway using the first phase of the TIF funding, the above issues be discussed and a way ahead decided. We suggest that the discussion include representatives from DOT, Planning, MCB and the community. We do not envision that this requires the county to

hire consultants, rather just to decide the way ahead. Consultants will surely be needed to undertake some of the design studies needed. There is already enough information to make this decision.

The attached paper identifies which projects we think are needed to support VWO, independent of funding source. The projects identified below can use TIF or CIP as funding sources. A decision on funding source needs to be made by this fall so that projects can be included in the proposed CIP that will be submitted to the council in January 2026.

Thanks for considering our recommendations.

Sincerely,

Daniel L. Wilhelm.
GCCA President

cc: Carrie Sanders
Councilmember Mink

Attachment 1. Recommended Projects

Historical Framework

(This text is taken with some minor rewording from the January 2019 Updated WOSG LATR/LATIP Cost Estimating Analysis White Paper developed by Montgomery County Department of Transportation).

Following the 2014 approval of the WOSG Master Plan, the County Council directed that the Montgomery County Department of Transportation (MCDOT) estimate costs for intersection-scale treatments across the entire White Oak Policy Area. The Council's direction was intended to replace the typical intersection evaluation process with a single pro-rata fee. The program and fee are referred to as the Local Area Transportation Improvement Program (LATIP).

While the focus of the tasking from the Council was on intersections, the Executive Office, Council, and M-NCPPC recognized that local connectivity and the Non-Auto-Driver Mode Share (NADMS) goals are critical toward achieving transportation adequacy. As a result, the projected costs included projects in five categories: intersection, transit, new roads, road widening, and new bikeways.

The analysis included the proposed BRT lines within the policy area, the reconstruction of the Old Columbia Pike Bridge, and new roadways proposed by the WOSG Master Plan (MP). Note that the US29 BRT was not built at this timeframe. The analysis, however, did *not* include the three master

planned interchanges at Stewart Ave, Tech Rd / Industrial Pkwy, or at Fairland Rd / Musgrove Rd. The exclusion of these interchanges was to ensure that a worst-case basis – in terms of highway capacity – was evaluated. Also, none of these interchanges are funded for construction (and would therefore not typically be included in a developer's traffic impact analysis). The analysis was scoped to identify surface-level treatments that might be necessary were the interchanges not built. (Note that even if a SHA design existed and state funding were available – which they are not - the interchanges could not be built fast enough to support the VWO project. Also, the Fairland/Briggs Chaney Master Plan has since deleted the interchange at Fairland Rd/Musgrove Rd. Most everyone agrees that the other two interchanges will not be built.)

Under LATIP, the Planning staff developed the projected traffic demand based upon the development envisioned by the MP and included the transportation facilities the MP called for. That study assumed that all the MP proposed density would be built; normally 75% is assumed. The MP also requires at least a 30% non-auto-driver mode share (NADMS) for Viva White Oak and at least a 25% for the remainder of the MP. The model results fell just short of that requirement, probably because an expanded transit network was not defined.

The DOT evaluated 61 intersections within the MP area and a mile or so outside the MP area. DOT developed the design for all 16 intersections that failed to meet the transportation congestion standard. Those 16 intersections do not include work to be performed by White Oak Medical Center (WOMC) along Plum Orchard Dr at both Cherry Hill Rd and at Healing Way, nor did they include work to be completed by Viva White Oak at FDA Blvd and Healing Way. (The WOMC opened in 2019, two years after the council made its decisions on the LATIP.)

Under LATIP, developers do not undertake a traffic study nor do they go through the normal Local Area Transportation Review (LATR) process as part of a subdivision application process, but rather pay a fee for its share of the cost to construct the approved improvements. Not all the improvements were covered by the fee because the council determined which ones would be covered by the state CTP, County CIP, and LATIP fee. As funds are collected, the county would use those funds to build the LATIP identified improvements. As an alternative, a developer could build, if they chose, one or more of the 25 improvements and receive a credit against the fee. DOT indicated they would prefer that developers build the improvements since they could do it faster (to meet the needs of the development) and at less cost than DOT.

The DOT White Paper indicated that the following overall considerations apply:

- Developers would **not** conduct traffic studies for their project. Normally they consider three traffic generators: (1) existing traffic, (2) additional traffic that other, already approved but not built development will generate, and (3) additional traffic that their project would generate. Thus, it would not include traffic from other MP development that had not yet been proposed or approved. Thus, using the typical traffic projection process would undersize the needed transportation improvements.
- The LATIP design was presented by DOT in December 2016 to the Council without any opportunity for public comment, so adjustments to the design might be justified as development occurs. Adjustments would also need to be made to account for new criteria, such as the bike and pedestrian master plans, complete streets, vision zero, and the climate action plan. It would also need to account for transit changes planned for local bus service. Adjustments would also be needed to address existing poor and unsafe traffic situations.

ATTACHMENT H

The Council approved the following LATIP Projects and estimated cost. (Note that the cost estimates are from 2016. DOT updated those estimates in 2024 to account for inflation but to our knowledge the T&E Committee has not considered the update. This paper continues to use these old estimates.)

INTERSECTIONS (purple)

• US 29 at Stewart Lane ¹⁶	\$3,300,000
• US 29 at Industrial Pkwy ¹⁶	\$4,400,000
• US 29 at Tech Road ¹⁶	\$3,300,000
• US 29 at Randolph Rd / Cherry Hill Rd	\$2,000,000
• Tech Rd at Prosperity Dr / Old Columbia Pike ¹⁶	\$2,300,000
• Tech Rd at Industrial Pkwy	\$4,400,000
• Broadbirch Dr at Tech Rd	\$1,700,000
• Broadbirch Dr at Cherry Hill Rd & Plum Orchard Dr	\$3,600,000
• MD 650 at Powder Mill Rd	\$5,000,000
• MD 650 at Lockwood Dr	<u>\$1,400,000</u>
Subtotal	\$31,400,000

TRANSIT (blue)¹⁷

• White Oak Circulator	\$2,400,000
• New Ride-On Service	\$8,400,000
• Increased Ride-On Service	\$3,800,000
• Hillandale Transit Center	\$500,000
• Bus Stop Improvements	\$100,000
• Bikeshare	<u>\$4,600,000</u>
Subtotal	\$19,800,000

BIKEWAYS (green)¹⁷

• M-10 US 29 (Columbia Pike)	\$2,800,000
• M-12 MD 650 (New Hampshire Ave)	\$6,600,000
• A-94 Powder Mill Rd	\$3,400,000
• A-105 Old Columbia Pike	\$5,000,000
• A-106 Industrial Pkwy	\$8,400,000
• A-107 Tech Rd	\$2,700,000
• A-108 Prosperity Dr	\$3,600,000
• A-286 Lockwood Dr	<u>\$5,700,000</u>
Subtotal	\$38,200,000

Old Columbia Pike Bridge Reconstruction	\$12,000,000
LATIP Analyses every 6 yrs, from 2017 to 2040	\$400,000

Total Amount	\$101,800,000
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Recent Policy Decisions

The current Growth and Infrastructure Policy (GIP) exempts areas designated as Opportunity Zones, which includes VWO, from both Transportation and School Impact Taxes. However, VWO still needs to pay the LATIP fee that was enacted in 2017. The amount of that fee is based the number of trips which depends upon the type and amount of development.

The last infrastructure category is school construction. While VWO is exempt from the impact tax, our understanding is that the school Utilization Premium Payment (UPP) would still apply once the school enrollment reaches a certain level. The number and type of housing units is somewhat fluid but some 4500 housing units are projected. With current boundaries, this number of units will overwhelm the three schools where VWO students would attend: Galway ES, Briggs Chaney MS, and Paint Branch HS. Although land on VWO will be dedicated to a new ES, MCPS would need to build the school and change boundaries to use that land. Without a boundary change, the UPP would kick-in for all levels before many housing units were approved. However, classroom capacity is available at White Oak MS and Springbrook HS, about the same distance as Briggs Chaney and Paint Branch. Also, the existing school boundaries in the Northeast Consortium are very dated since many students are bused past another school to reach their assigned school. MCPS needs to undertake a boundary study for the entire Northeast Consortium to address both the outdated existing boundaries and to develop a plan for housing the students from VWO without the need to pay a UPP, if possible.

The proposed TIF APFO Projects are grouped as follows:

- Internal to VWO
- NADMS and Transit Projects
- Road/bikeways/sidewalk individual projects (in order of priority)

Projects –Internal to VWO

This section identifies projects internal to VWO that we know of. MCB should be consulted to ensure everything is included.

As a minimum the TIF must include funds for construction of the three Master Plan Roads and adjacent sidewalks and side paths per the Approved Preliminary Plan:

- B-10 (FDA Boulevard, which is owned by the Federal Government),
- A-106 (Viva White Oak Way, aka Industrial Pkwy extended)
- B-5 (Healing Way)

Note that the Council has already appropriated \$40M using CIP funding sources to pay its share of the road cost. There is a partnership agreement covering VWO and the county.

The Preliminary Plan also requires construction of a six -foot-wide (6ft) sidewalk, eight-foot-wide (8ft) pedestrian/bicycle buffer, 10-foot-wide two-way separated bikeway, and three-foot-wide (3ft) street buffer along the property frontage on Cherry Hill Road.

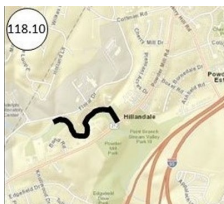
While building the roads, MCB needs to include stormwater management facilities and conduits for electrical and communications services.

MCB in conjunction with WSSC has identified four water and sewer main projects that must be built before Viva White Oak can be occupied. The WSSC projects are:

- W - 000113.20, White Oak Water Mains Augmentation (CIP P382202) . Replace the existing 4-in main with a 20-in main from Calverton Blvd to Powder Mill Rd along Gracefield Road and Cherry Hill Rd. My understanding is that WSSC is funding this project and that it will start construction before the end 2025. The WSSC budget is \$11.472M.
- W - 000113.21, Viva White Oak Water Main (CIP P382001). Install a 16-in main from US29 along Industrial Pkwy and FDA Blvd to Cherry Hill Rd. MCB will construct this main in conjunction with the road construction. My understanding is that MCB must fund the construction and WSSC will re-imburse them over multiple years. The up-front financing should be included in the TIF.
- S - 000118.09, Viva White Oak Sewer Main (CIP P382203). Install two sections of 15-in to 24-in main within VWO. My understanding is that MCB must fund the construction and WSSC will re-imburse them over multiple years. The up-front financing should be included in the TIF.



- S - 000118.10, Viva White Oak Sewer Augmentation extension (PG County Project). My understanding is that WSSC has or will install this sewer section. However, we understood a new sewer pipe must be installed from FDA Blvd to the WSSC S-118.10 project near Floral Dr and that almost all of it would be on federal property (Federal Research Center and Adelphi Laboratory Center.) My understanding is that MCB must fund the construction and WSSC will re-imburse them over multiple years. The up-front financing should be included in the TIF.



NADMS and Transit Projects

The LATIP identifies funding requirements to purchase several Ride On buses pending BRT, (the US29 BRT was not operational when the LATIP was approved). As such, BRT was delegated to be funded via the CIP. We contend that this decision needs to be revisited and that BRT needs to be the primary transit service serving not only VWO but as a way of interconnecting multiple activity centers in the general area of VWO.

This section addresses the NADMS requirement. The computer modeling undertaken by the Planning Department in 2015 demonstrated that the NADMS requirement could not be satisfied with just road improvements. Improved sidewalks and bikeways can help some but those numbers are too small. Surely improved transit must be provided to satisfy the NADMS requirement.

(Also note that Transportation Demand Management (TMD) is being considered by the council for repeal since attempts to force individual businesses to reduce the number of their employees who are driving has not worked. That effort creates a lot of expense for the business and has very limited success since businesses have no control over how employees commute. To achieve NADMS goals, the county must put in place alternative ways to travel. Driving on roads and transit are the major two modes in terms of volume. Hence, the focus here is on transit.)

To increase transit usage, surely frequent transit service must be from outside of VWO, which as a minimum includes the Briggs Chaney and White Oak areas. Those two areas are designated equity focus areas, meaning that they have high numbers of low-income residents who cannot afford any vehicle or can afford only one vehicle. Good transit service is needed so those individuals can work and shop in VWO. One of the concerns raised by residents in the Briggs Chaney area during the development of the Fairland/Briggs Chaney Master Plan was access to an “American Grocery” rather than the existing Global Foods Grocery (which as the name indicates has a focus on foods from other countries.) The proposed transit service can be used by residents in the Briggs Chaney area to access the multiple “American” food stores in VWO, Orchard Center and general area of VWO.

Another reason to have good transit service is that it will allow MCB to reduce the number of parking spaces, which are very expensive to build. The number of parking spaces will be determined one tenant at a time, based upon its business needs. Without having a commitment to good transit, tenants will surely insist on an increased number of parking spaces.

As indicated above, there is a NADMS requirement. VWO needs to achieve at least 30%, and 25% for the remainder of the Master Plan. The NADMS minimum requirement for the Fairland Briggs Chaney Master Plan requires research but we assume it is also 25%. As indicated above, the 2015 modeling failed to achieve the required NADMS in the WOSG MP. Appendix 1 in the 2025 LATR Guidelines contains a table for adjustment factors, which are effectively the inverse of NADMS ($\text{NADMS} = 1 - \text{adjustment factor}$). There are values for residential, office, retail and other. The White Oak Downtown Policy area (includes VWO) has the current NADMS values at 26%, 15%, 18% and 14%. For the White Oak Policy Area, the values are 28%, 25%, 24% and 23%. The values for Fairland/Briggs Chaney are 20%, 11%, 11%, and 16%. Thus, large numbers of people need to switch to transit to meet the NADMS goals.

On June 29, 2025, both Metrobus and Ride On routes were substantially refined. The updated routes and frequency of operation are contained in Attachment 2. Improved service is now available to Broadbirch Rd (Montgomery College East County Education Center) and White Oak Medical Center, which had been very limited. Fairly good service is provided in the Briggs Chaney Area and White Oak Area. However, the vehicles generally operate infrequently (approximately every 30 minutes) and would require transfers to reach many destinations in this expanded area. New or changed routes would be needed to support VWO. Our solution is to use BRT and complement that with local bus. Since BRT is a limited stop service, local bus would still be needed along the routes to provide service to the large number of other stops.

The proposed BRT network is explained next. The LATIP list of transit projects includes only Ride On. BRT funding was assigned to the CIP category. However, since BRT is now operational on US29, the mix of BRT and local bus (Ride On/Metrobus) needs to be reconsidered and some of the capital funds to create the BRT service would be paid with the LATIP Fee (and thus included in the TIF).

Orange Corridor (Proposed Reconfiguration)

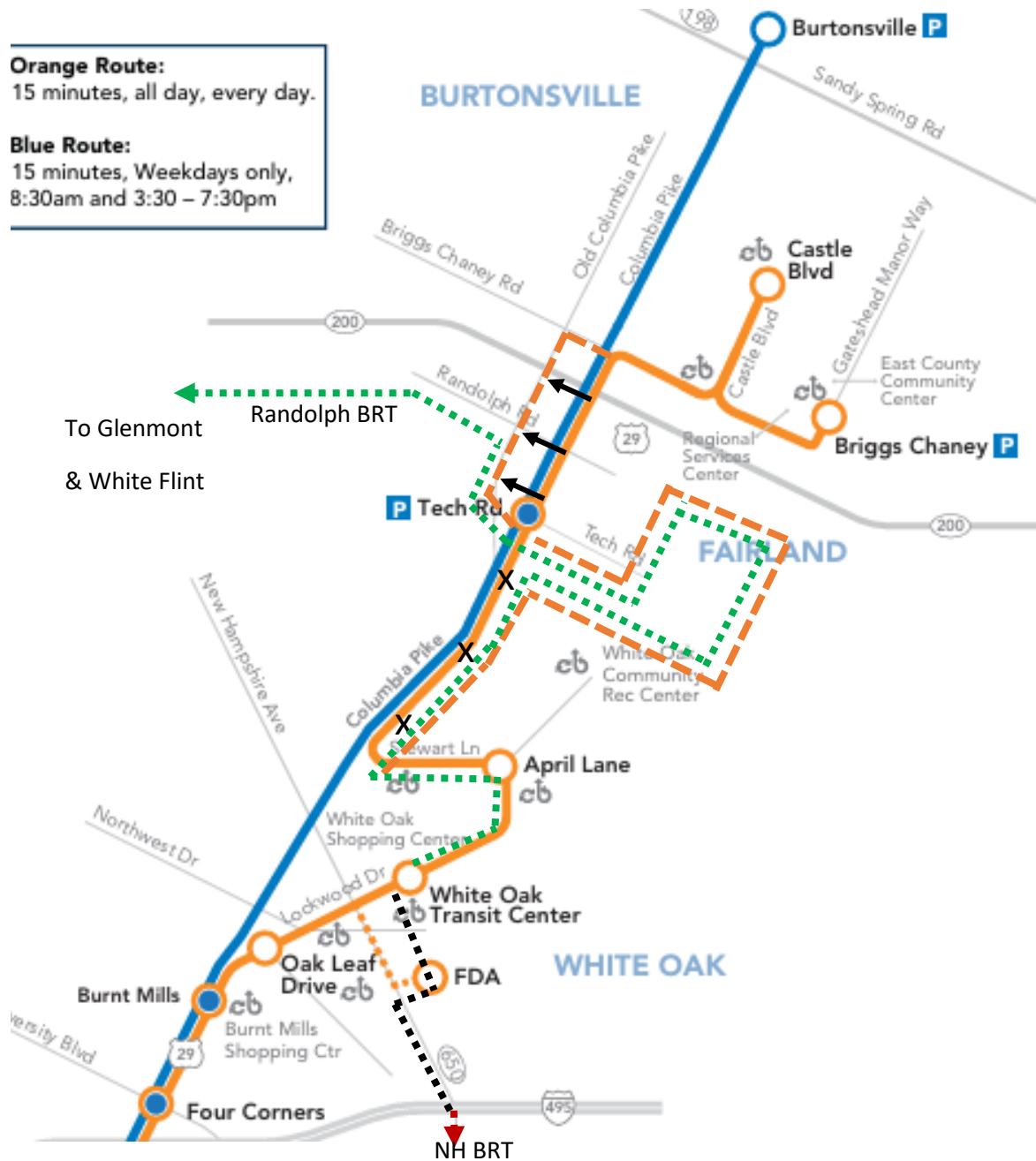
BRT is currently operational on US29 as two corridors; blue and orange, as shown in the diagram below. We modified that diagram to provide our recommended BRT. We are not recommending any change to the blue corridor, which functions as a rapid direct north/south route to the Silver Spring Metrorail station. However, we recommend modifying the routing of the existing orange corridor along US29 between Briggs Chaney Rd and Stewart Ln. The section from Briggs Chaney Road to Tech Rd would be relocated to Old Columbia Pike and four BRT stations added at high ridership locations (intersection at Briggs Chaney, at Verizon building, at E. Randolph and at US29). The last station needs to be on the west side of US29 by the park and ride lot, since space is not available on the other side of US29. This station is needed to allow for transfers to/from the blue corridor. Also, the orange corridor cannot continue to use US29, stop at the BRT station at Tech Rd on the west side and then turn east immediately.

After crossing US29, the revised corridor will travel south on Tech Rd, turn east on Broadbirch Dr, turn south on Plum Orchard Dr/Healing Way*, turn west on FDA Blvd* which curves west onto Viva White Oak Way*/Industrial Pkwy, and turn south on Old Columbia Pike to regain the existing Orange Corridor at Stewart Ln. The BRT would be routed as shown in the more detailed diagram below. Another seven or eight stations would be added at high ridership locations. (On Broadbirch just north of Tech Rd, White Oak Medical Center, 2 or 3 stations within VWO, on Industrial Pkwy near the DMV, and two on Old Columbia Pike at the 2 high-rise buildings). MCB will be building the three roads marked with an * and the Old Columbia Pike road construction is proposed as part of this TIF package later in this document.

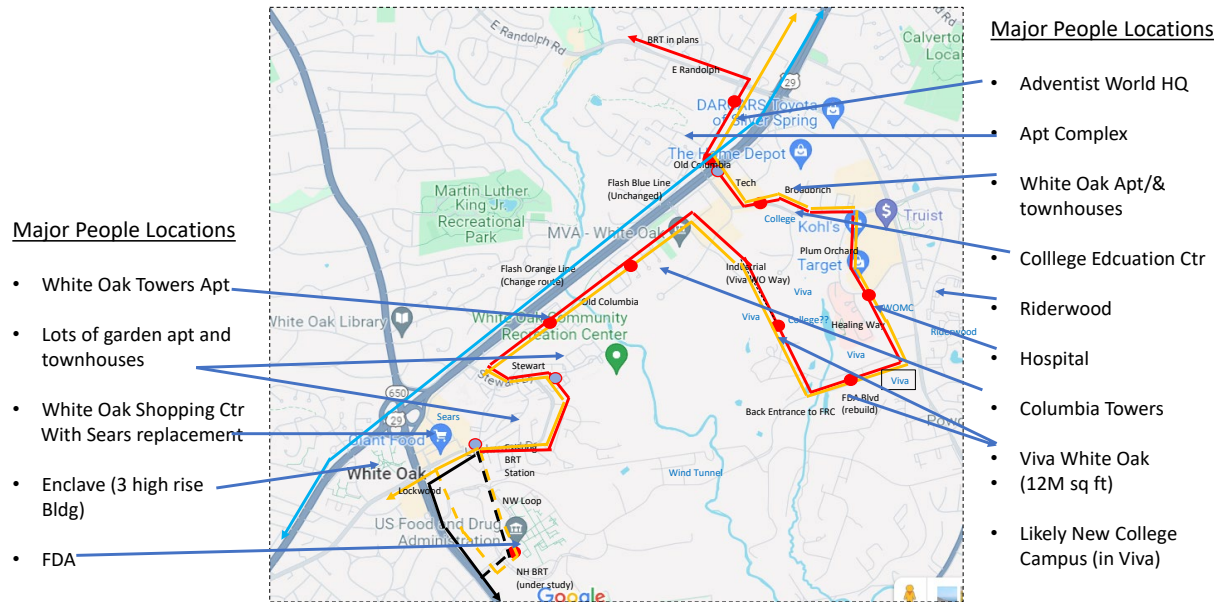
We would like to point out that the WOSG MP shows BRT service via Tech Rd, Industrial Pkwy and FDA Blvd. Thus, the proposal routing agrees with the master plan (MP) to some extent. We are expanding and refining the MP routing. Also, large parts of this BRT route are currently used by Metrobus and Ride On and thus those routes could be modified in the future to reduce their operating cost once the BRT route can be implemented in 3-5 years.

ATTACHMENT H

US29 BRT Corridor (Blue and Orange) with the Randolph and New Hampshire Added (Orange Corridor modifications shown.)

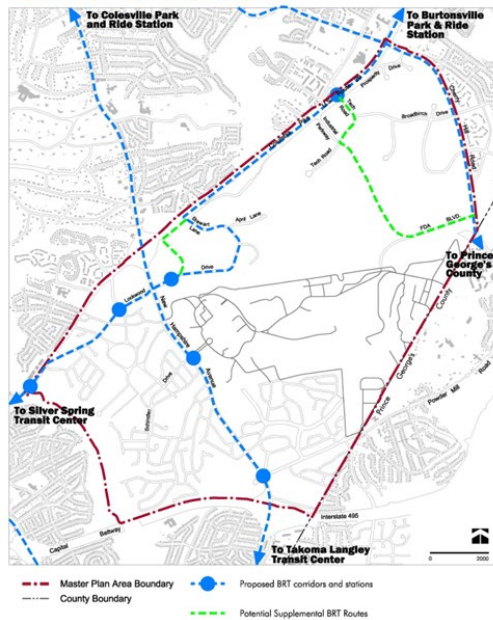


Desired BRT Routing Thru Life Science Center and White Oak Center



WOSG MP BRT shown in VWO

Map 13 Bus Rapid Transit Conceptual Alignments



The new part of the reconfigured orange corridor will operate in mixed traffic, which means low capital costs for additional vehicles and stations. The station cost is somewhere around \$500K each. Thus, the cost for the 12 new stations is somewhere around \$6M. The grading, drainage and some of the other costs for five of the stations can be included within the road effort. We don't know how many additional vehicles will be required.

We expect that many riders boarding the Orange corridor north of Tech Rd and headed south of Burnt Mills will switch to the Blue Corridor at the Tech Rd station, rather than continuing on the reconfigured orange corridor. Therefore, the remaining orange corridor riders will be headed to one of the 11 stations (three already exist) between Tech Rd and New Burnt Mills.

Also, somewhere within the next few years, the closed Sears Store in the White Oak Shopping Center will be redeveloped. When that happens, the White Oak Transit Center on Lockwood Dr should be moved into the shopping center and enhanced.

A transitway-only road should be built between Lockwood Drive and FDA campus so BRT vehicles (Orange and New Hampshire Ave) can interconnect those two corridors directly.

Randolph Road BRT Corridor (new)

In addition to the reconfigured orange corridor, the Randolph Rd corridor should be included in the VWO TIF to provide service along that corridor. The corridor would start at the White Oak station, be routed (as discussed above) through the VWO development and other parts of the activity centers to the intersection at Old Columbia Pike and East Randolph Rd. From there it would go to the Glenmont Metro station and then to White Flint Metro station. The part of that corridor east of Glenmont will surely operate in mixed traffic since there is limited congestion in that segment. The segment from Glenmont to White Flint is much more congested and as such a study is needed to determine how to provide one or more dedicated lanes. Since the west segment will be much more expensive, the TIF should only cover the eastern segment. The remainder should be funded by the CIP. In the east segment, three new stations would be in addition to those already identified above. The three stations along Randolph Rd would be at New Hampshire Ave, Kennedy HS, and Glenmont Metro station.

Transit Cost

The LATIP has transit improvements connected with VWO totals \$14.6M. As a guess, the reconfigured orange corridor and east segment of the Randolph Corridor would require 10 additional BRT vehicles and 15 stations. Together, the cost would be somewhere around \$17.5M (\$10M for vehicles and 7.5M for stations), only \$3M more than the transit LATIP estimate.

US29 BRT Phase 2 Construction (CIP)

County DOT is developing the 35% design to convert the existing BRT from mixed traffic operation to a dedicated lane operation, largely in the peak direction of travel. Funding is needed to complete the design and construct it.

New Hampshire Ave BRT (CIP)

The New Hampshire Ave BRT is currently undergoing an alternatives study. This corridor would be used by many people to access VWO and the other locations identified above. While this corridor could be included in the VWO TIF, we recommend CIP funds be used to construct it because of the

high cost. Rather than terminating the north end of this corridor at Randolph Rd, we recommend it be terminated at the White Oak Station and good local bus be provided to Randolph Road and points north. If that approach is selected, it is possible the New Hampshire Ave Corridor and Randolph Road Corridor could be combined into one corridor, since both terminate at the White Oak station.

Off-Site Road/Bikeway/Sidewalk Projects

The road and bikeway LATIP projects (from both funding sources) that relate to VWO are identified in the following table. The third column identifies the funding source that the Council decided upon in 2017. DOT produced a study report in December 2024 for Old Columbia Pike/Prosperity Rd that addresses a number of the recommended projects. The construction costs from that study are shown in the right most column. Note that the road improvements in that study include a sidepath, sidewalk and intersection improvements.

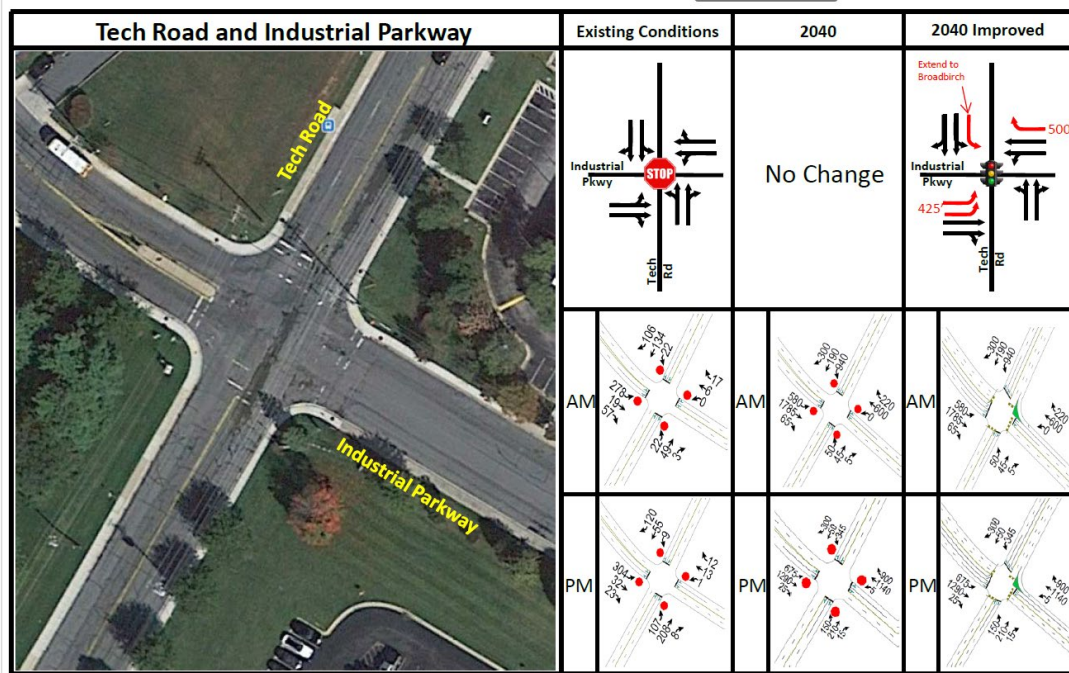
ATTACHMENT H

Type	Location (LATIP Intersection Number)	Category	Max LATIP Credit	Package	Current Est Cost
Intersection	51 Industrial Pkwy at Tech Rd	LATIP	\$2.8M	1	unk
Intersection	26. Industrial Pkwy at US29	LATIP	\$4.4M	2a	In 4b
Intersection	41. Industrial Pkwy at Old Columbia	LATIP	Included in above	2a	In 4b
Bikeway	Industrial Pkwy	LATIP	\$8.4M	2b	unk
Intersection	28 US29 at Tech Rd (east side of US29)	LATIP	\$3.3M	3a	In 4b
Intersection	28 US29 at Tech Rd (west side of US29)	CIP	Included in above	3a	In 4b
Intersection	49.Old Columbia Pike/Prosperity at Tech Rd	LATIP	\$2.3M	3a	In 4b
Bikeway	Tech Rd A-107	LATIP	\$2.7M	3b	unk
Bridge	Old Columbia Bridge at Paint Branch Stream	LATIP	\$12M	4a	\$15.4M
Road	Old Columbia (Industrial Pkwy to Stewart)	CIP	\$58M	4b	\$30M*
Bikeway	Old Columbia Pike (A105)	LATIP	\$5M	4c	In 4b
Bikeway	Prosperity Dr (A-108)	LATIP	\$3.6M	4d	In 4b
Intersection	46. Cherry Hill Rd at Broadbirch Dr.	LATIP	\$1.8M*	5	unk
Intersection	50. Tech Rd at Broadbirch Dr	LATIP	\$1.7M	6	unk

* The LATIP estimate for these improvements along Old Columbia Pike was \$73M but the new study for two lanes has it at \$30M.

The rational for the 11 projects, which are grouped into 6 construction packages, follows:

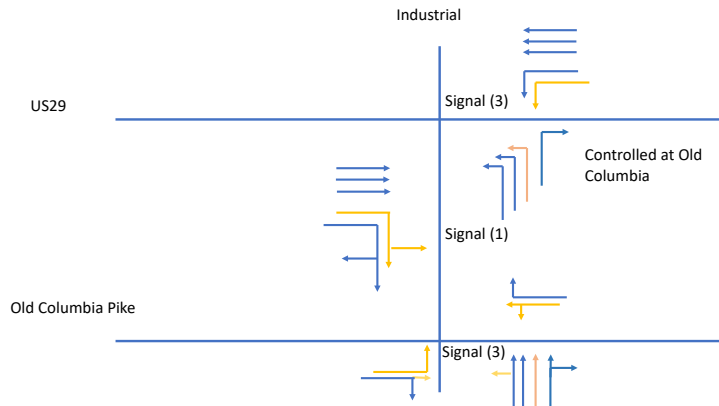
- Industrial Pkwy at Tech Rd (Package 1).** Similar to the LATIP design shown below, this intersection needs to be signalized and turn lanes added. This intersection is just outside of VWO. It is expected that a large number of vehicles will access VWO from both of these roads. We understand MCB will design and construct this improvement and request credit against the LATIP fee.



- Industrial Pkwy at US29/Old Columbia Pike (Package 2a).** This covers the combined intersection at Industrial Pkwy with Old Columbia Pike and US29. Improvements are needed to provide capacity for vehicles to enter and exit from VWO from US29. The intersection also needs to be designed so that the large number of residents living south of Industrial Parkway can safely and directly access US29 north and south. Today drivers from there are forced to turn east, then find a way to turn around to go west. All too often they do U-turns mid-block. Old Columbia Pike needs to also support thru traffic in both directions as required by the Master Plan. This improvement is also needed to support the BRT routing as indicated above.

We have developed one design but MCB may find a better one when they undertake designing it and building it. DOT completed a study of Old Columbia Pike that contained four alternatives. The Planning Board endorsed Alternative 3 (two lanes on Old Columbia Pike and rebuilding the bridge over the Paint Branch.) The cost estimate from that study is used here. Although this intersection design is different than in the DOT study, we expect the cost will be similar.

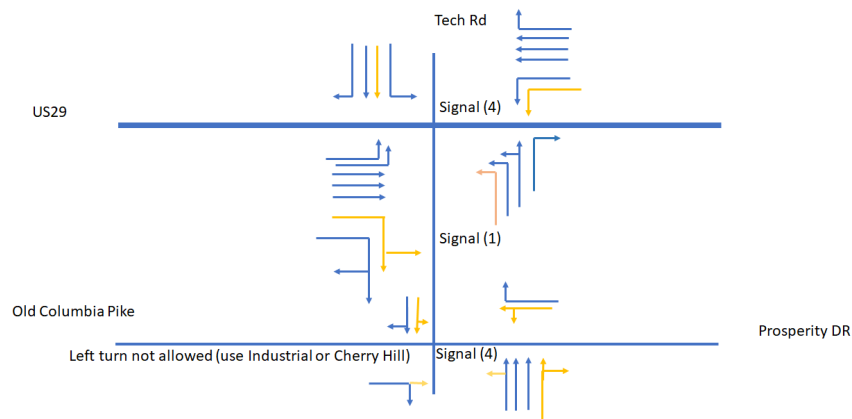
LABQUEST Proposed Movements at US29 and Industrial Pkwy



- **Industrial Pkwy Bikeway (Package 2b).** Industrial Pkwy needs to have two travel lanes in each direction per the WOSG MP and to support VWO traffic. Today, vehicles sometimes park on the road. “No Parking” signs need to be installed. In addition, a sidepath for bikes needs to be installed, which should be a continuation from the road within VWO. Furthermore, we recommend a BRT station be built in this area to provide access to the DMV facilities and nearby retail stores. To minimize cost, these sidepath and BRT stations should at least be designed as one project.
- **Tech Rd at US29/Old Columbia Pike/Prosperity Dr (Package 3a)** This improvement is needed to provide increased capacity for accessing/exiting from US29, to provide thru movements on Old Columbia Pike and safety, and to increase capacity from the west side of US29. The additional traffic will go multiple places, including VWO and the expansion of the White Oak Medical Center. If the existing pylons were removed without signalizing the intersection, accidents will once again occur almost every day. Two thru lanes are required on the west side of US29, which is in the Fairland/Briggs Chaney Master Plan area and thus not part of the LATIP. The additional lane is needed to provide more capacity. A BRT station is needed on the west side of US29 at the existing Park and Ride Lot. (Space doesn’t exist for the BRT station on the Tech Rd segment between Old Columbia Pike and Broadbirch Dr.).

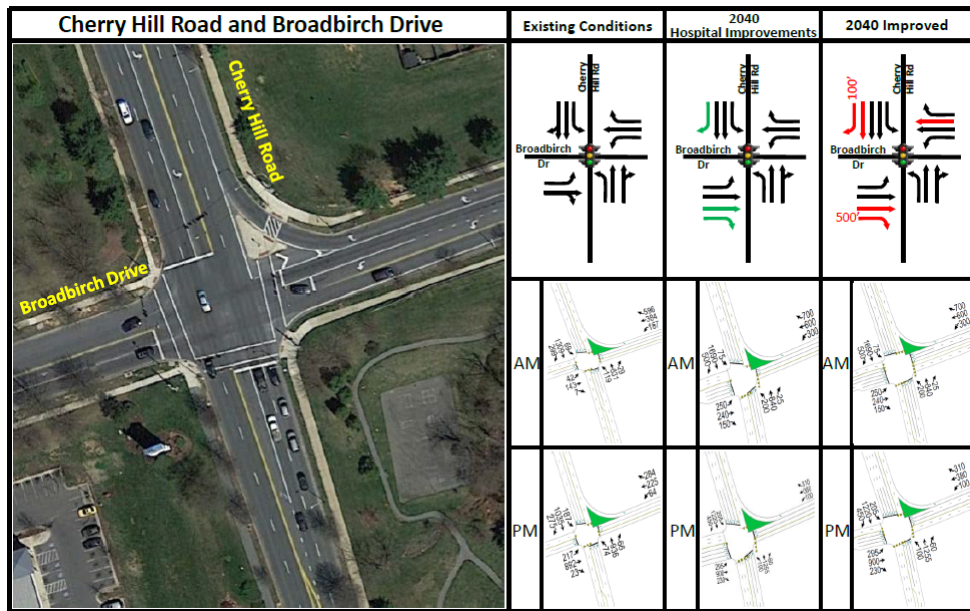
DOT completed an alternatives study of Old Columbia Pike that contained four alternatives. The Planning Board endorsed Alternative 3 (two lanes on Old Columbia Pike and rebuilding the bridge over the Paint Branch.) The cost estimate from that study is used here. Although this intersection design is different than in the DOT study, we expect the cost will be similar.

LABQUEST Proposed Movements at Tech Road for US29 / Old Columbia Pike

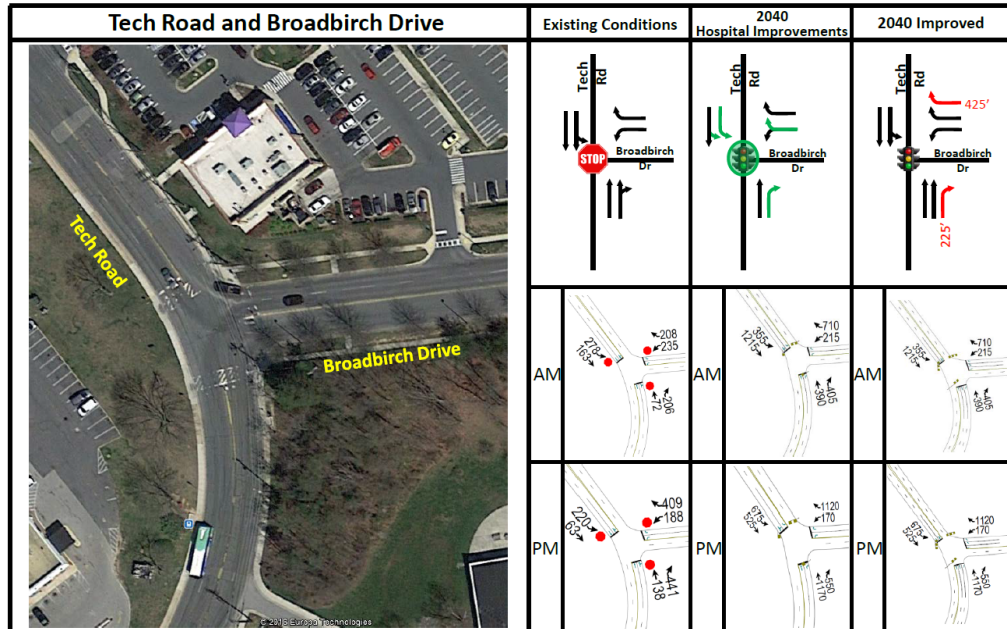


- Tech Rd Bikeway (Package 3b).** Per the WOSG MP, a bikeway is needed along Tech Rd from US29 to Industrial Pkwy. However, space doesn't exist in the segment between US29 and Broadburch Dr to widen the existing sidewalks. However, a bikeway can be added between Broadburch Dr and Industrial Pkwy.
- Old Columbia Bridge rebuilt, road, sidewalks and bikeways. (Package 4a, 4b, 4c and 4d respectively).** The council in 2013/2014 strongly supported this requirement in the Master Plan, so that travel between the two sides of the Paint Branch would not be forced to use US29. DOT completed an alternatives study of Old Columbia Pike that contained four alternatives. The Planning Board endorsed Alternative 3 (two lanes on Old Columbia Pike and rebuilding the bridge over the Paint Branch). The cost estimate from that study is used here. The proposal BRT transit routing uses this route between Industrial Pkwy and Stewart Lane. As indicated above, BRT stations are also proposed at both high-rise residential buildings, which are on either side of the Paint Branch. The road design should also include the BRT stations in order to reduce cost.
- Cherry Hill Rd at Broadburch Dr. (Package 5).** Cherry Hill is already congested in the evening peak and will be worse when VWO opens. Additional capacity is needed to support VWO. DOT is working on a design to provide a bikeway along Cherry Hill Rd. A total of \$4M in state funding has been received but we understand a little more funding is needed to build the bikeway. Funds need to be added to that project to provide the additional capacity. It is less expensive to combine these two efforts into the same project. We suggest using the LATIP design shown below for the additional turn lanes, except for the addition of a through lane on Cherry Hill Rd – the lane doesn't continue. The Hospital configuration has not been built.

ATTACHMENT H



- **Tech Rd at Broadbirch Dr. (Package 5).** This intersection needs to be signalized and turning lanes added increase capacity as illustrated in the LATIP design shown below. The hospital improvements have not been implemented and that design should be used.



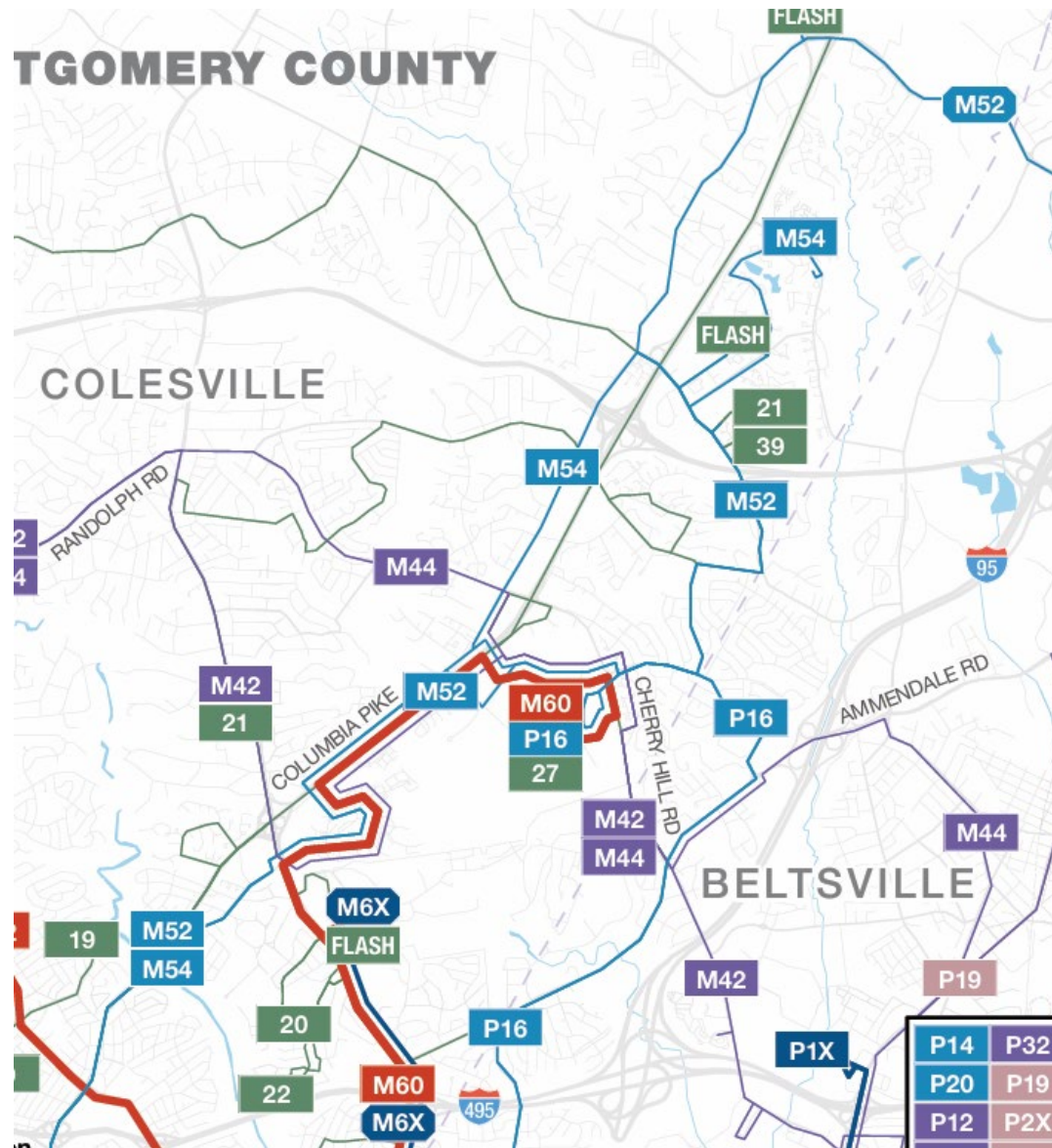
Summary

We recommend that all the projects identified in the paper be identified by the Planning Board as being necessary to support VWO. We don't know the cost of some of the intersection improvements. The cost of the BRT, road and intersection improvements identified above is in very rough terms, \$66.6M. The cost of the three bikeways using the LATIP estimates is \$13.9M, which we think is high.

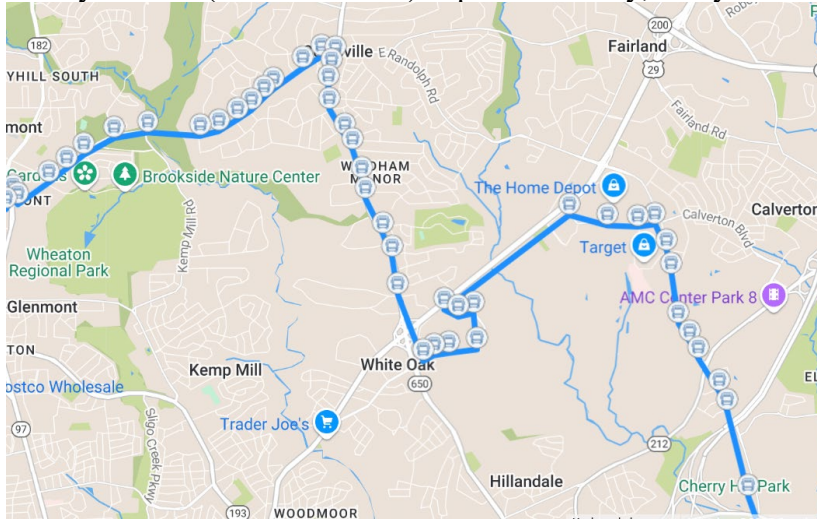
This paper identifies which projects are needed to support VWO, independent of funding source. However, we provided our thoughts on which funding source should be used. The TIF projects do not need to be done all at once. If the cost of the proposed TIF projects is too high to be financially supported, then they should be included in the CIP program next year.

Attachment 2 Local Bus Routes (with June 29, 2025 Changes)

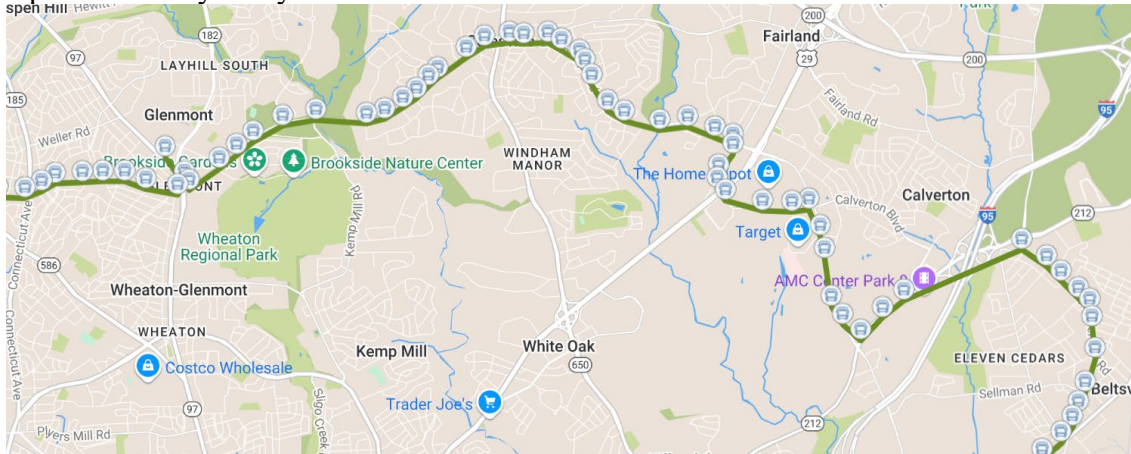
The map below shows the new (as of June 29, 2025) local bus (Metrobus and Ride On routes) that would serve the general area of VWO. The individual routes are shown below.



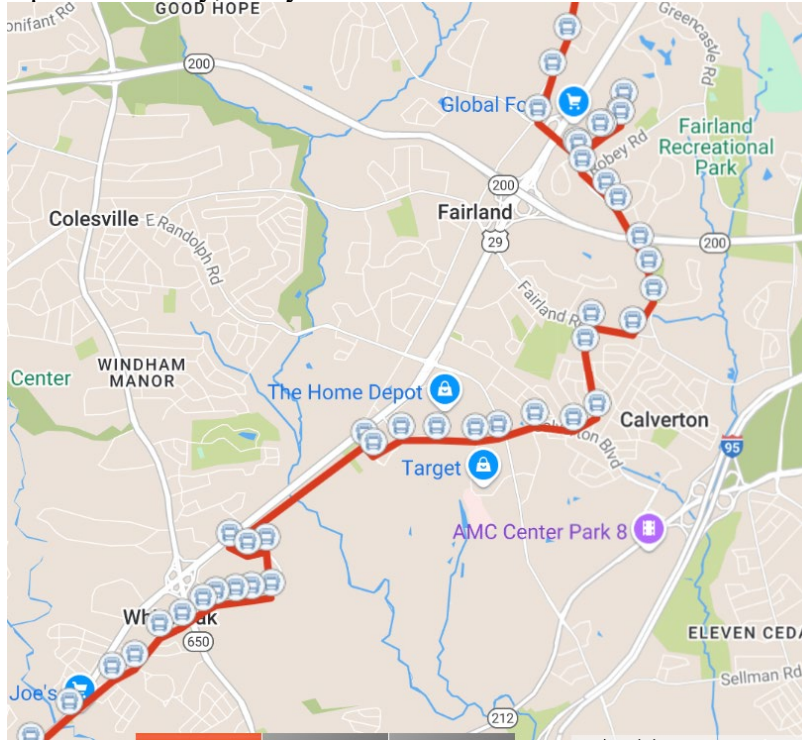
M42. Two segments duplicate BRT, Colesville west along Randolph Rd and White Oak to Cherry Hill Rd (via Broadbirch). Operates all day, every 30 minutes.



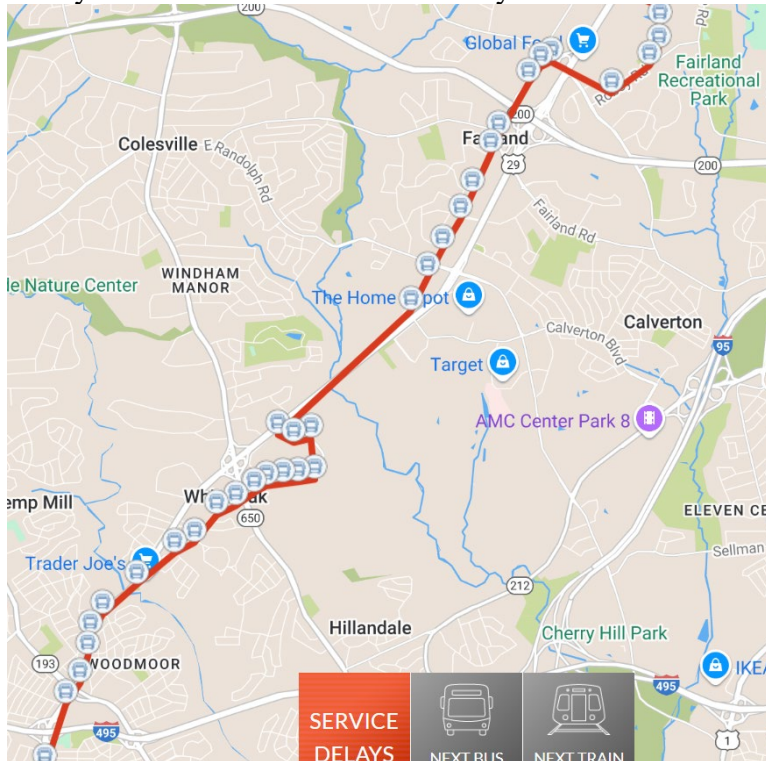
M44. Duplicates recommended Randolph BRT Corridor west of Broadbirch and Plum Orchard. Operates all day every 30 minutes



M52 Routing. The area south of Cherry Hill and Broadbirch matches the existing Orange route. Operates all day, every 30 minutes.

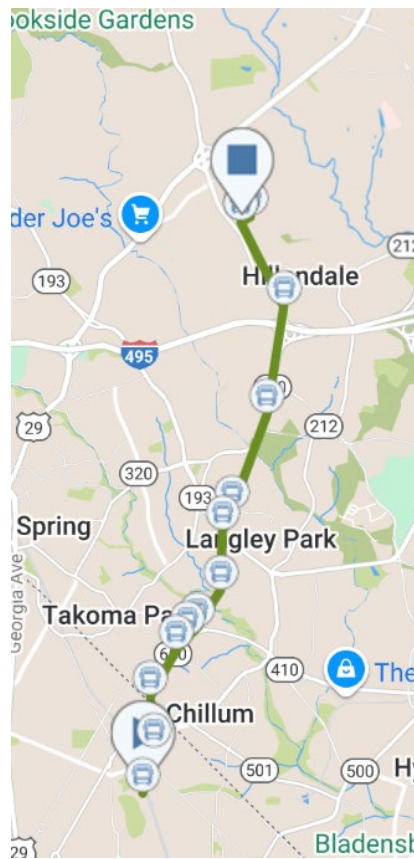


M54 Matches the proposed refined Orange BRT corridor south of Briggs Chaney Rd. Uses Robey and not the Park and Ride lot by the Gov't Center. Operates all day, every 30 minutes.



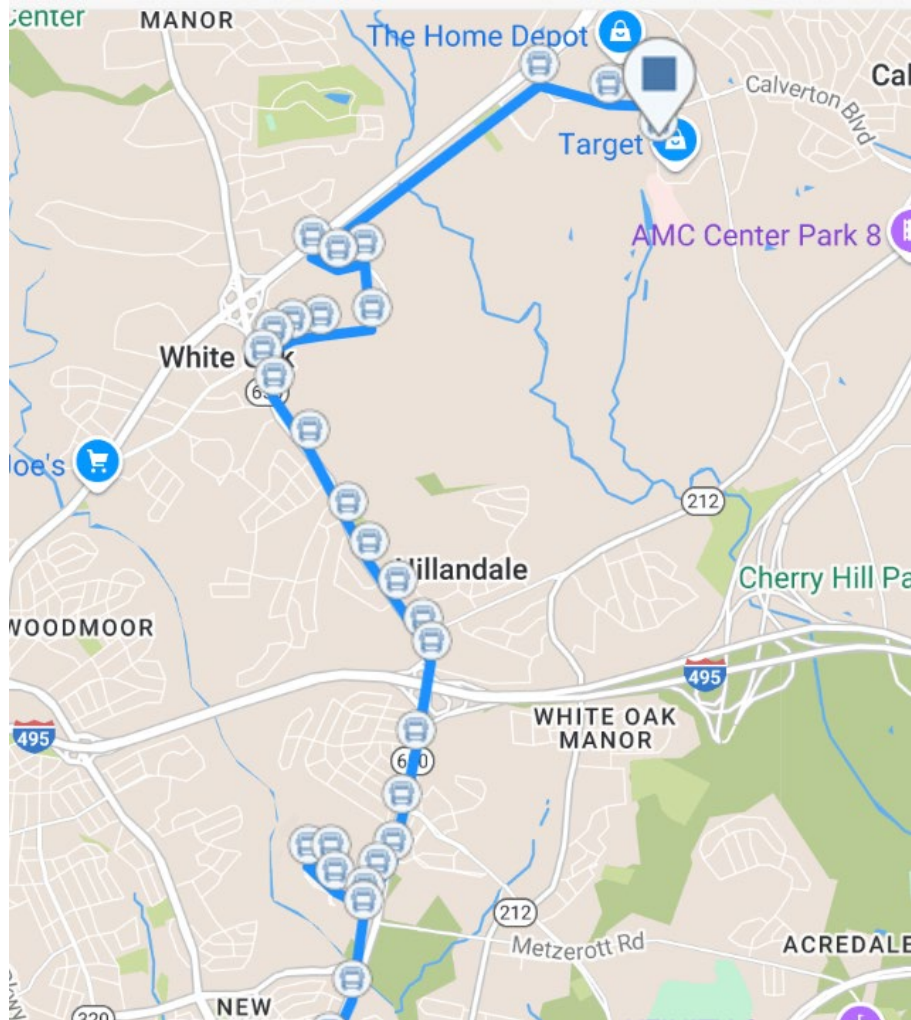
ATTACHMENT H

M6X FDA to Ft Totten limited stop. Duplicates Planned NH BRT. Operates during peak period every 15 minutes.

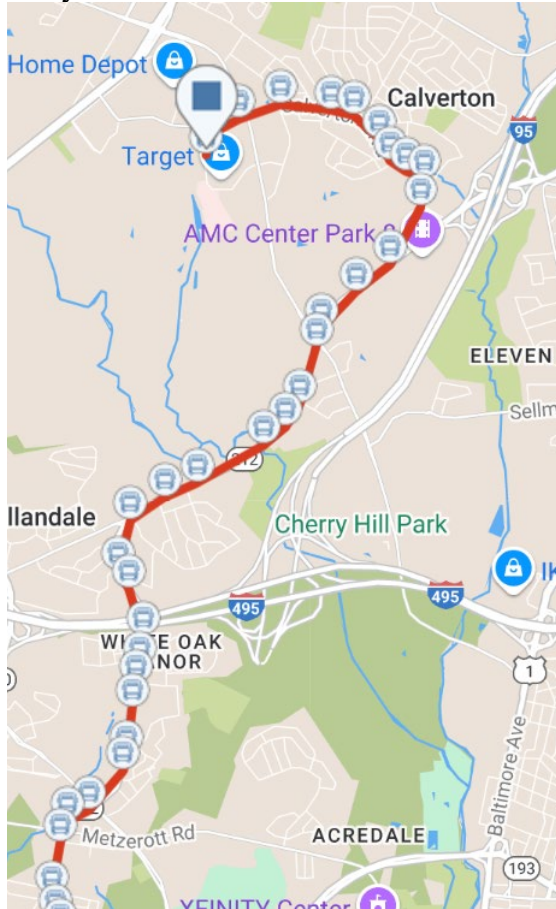


ATTACHMENT H

M60. This duplicates the NH BRT from White Oak and Reconfigured Orange corridor to WOMC. Operates all day, approximately every 12 minutes.



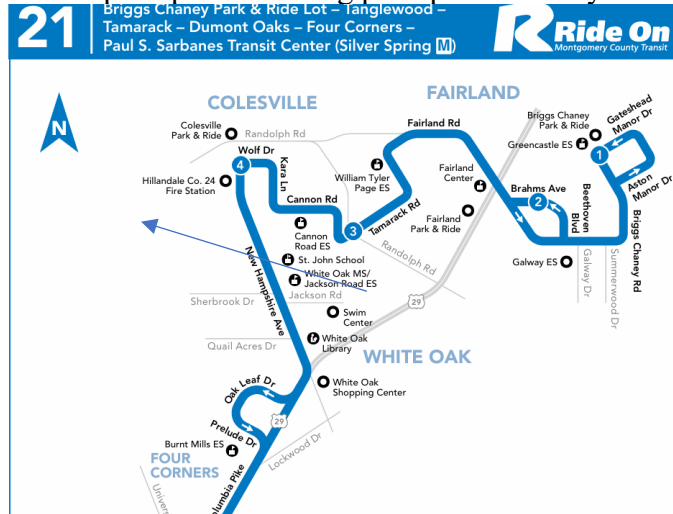
P16. No overlap with BRT. Powder Mill overlaps with Ride On. Operates all day, approximately every 20 minutes.



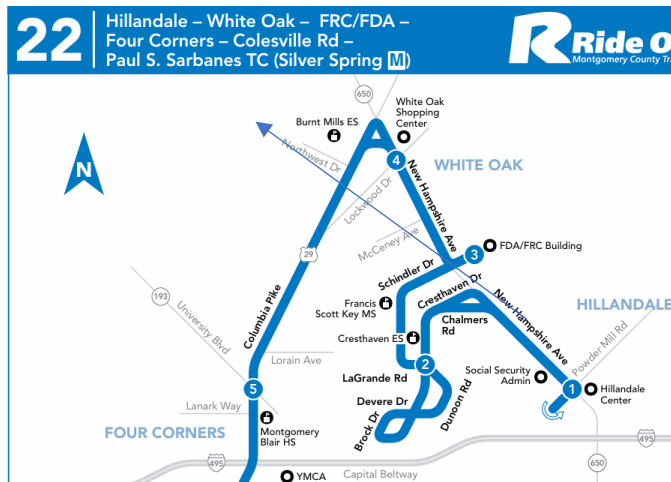
Ride On 20. Independent of proposed BRT routing. Operates all day approximately every 15-30 minutes



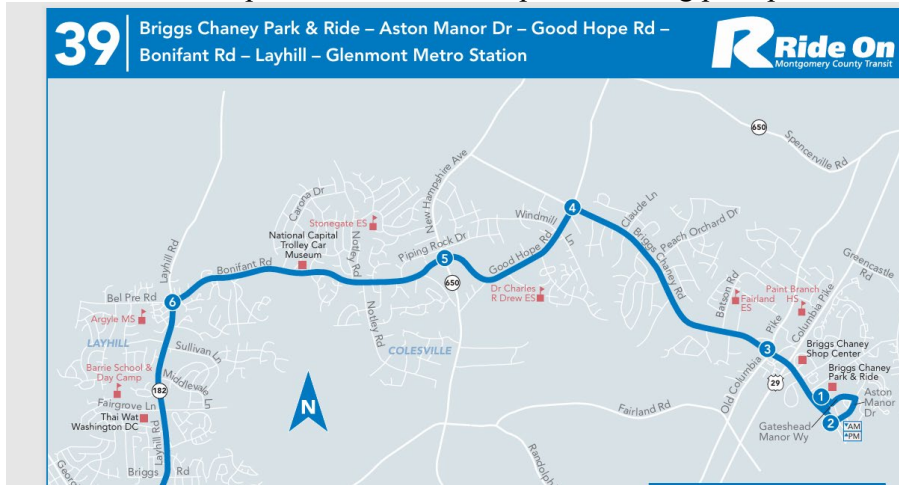
Ride On 21. This duplicates the BRT blue corridor south of New Hampshire Ave but is needed for local stops. Operates during peak periods every 45 minutes. Needs to operate more frequently



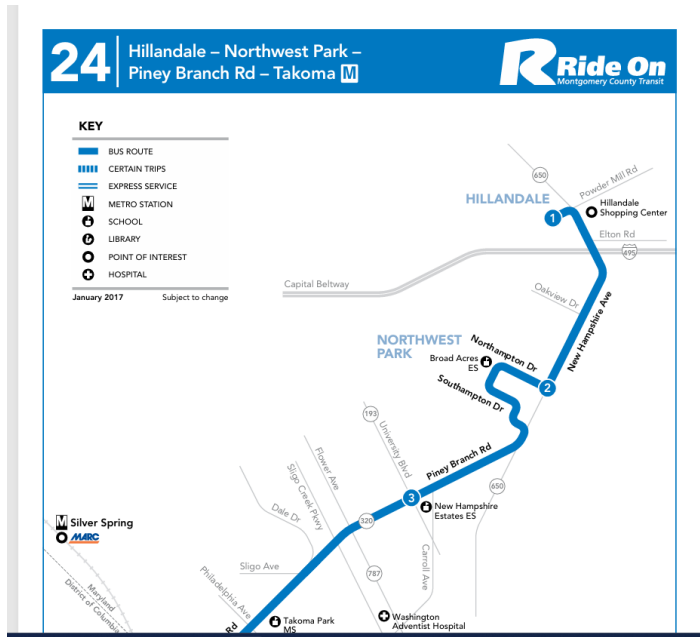
Ride On 22. Duplicate of BRT Blue Corridor south of the White Oak station. Operates during peak periods every 40 minutes.



Ride On 39. No duplication with BRT. Operates during peak period every 35 minutes.



Ride On 24 Duplicates planned NH BRT. Operates in morning peak period only every 35 minutes.



Ride On 27 Minimum Duplication. Operates all day approximately every 25 minutes.

