

From: [REDACTED]
To: [MCP-Chair](#)
Subject: Viva White Oak Testimony for Sept 25
Date: Monday, September 22, 2025 4:23:31 PM
Attachments: [Testimony of Barry Wides Planning Board Sept 2025.docx](#)

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

Barry Wides
North White Oak Civic Association

Testimony of Barry Wides
President, North White Oak Civic Association
Before the Montgomery County Planning Board
in the matter of the
VIVA WHITE OAK
PROVISIONAL ADEQUATE PUBLIC FACILITIES FOR DEVELOPMENT DISTRICT NO.
APF202602
September 25, 2025

I am Barry Wides, representing the North White Oak Civic Association, which 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 6 million square feet of nonresidential space.

Our association would like to provide the following input to the Planning Board as it considers the adequacy of public facilities needed to support Viva White Oak. First, I would like to start by saying that our association supports the Viva White Oak project, Tax Increment Financing (TIF), and creation of a Development District. However, we believe the current LATIP does not adequately reflect anticipated roadway improvements needed at the following intersections: (1) Industrial Parkway/Old Columbia Pike/US 29, (2) Tech Road/Old Columbia Pike/US 29, and (3) Cherry Hill Road at Powder Mill Road (outside of the LATIP boundaries). We believe an updated analysis of these intersections is needed so the County Council can best size the TIF bond and fund any needed roadway improvements from the TIF bond. We believe the Planning Board's recommendation to the County Council should analyze these road capacity inadequacies in its transmittal so that further study can be performed, and specific improvements scoped out, prior to the sizing and sequencing of bond issuances.

I now would like to dive into the specific inadequacies in the LATIP. The LATIP roadway analysis referenced in the Planning Board staff report was using 2014 data and was approved by the County Council in 2017. While the LATIP fee calculation was updated for

higher costs in 2019, there has been an expectation that the analysis be updated every 6 years. We are now 2 years beyond that 6 year interval which began in 2017.

A lot has changed since 2017 and we've had several years to see if the assumptions in the 2017 report have borne out or need to be updated. One assumption in the 2017 report concerned the cycling of the traffic signals on US 29 and Tech Road and Industrial Parkway but, 6 years later, is badly outdated. Both intersections are failing intersections now for southbound traffic on US 29 in morning rush hour. And the assumption in the 2017 LATIP, that the timing cycle of the signal at these intersections could be increased to allow for cars exiting onto US 29 southbound from Viva White Oak is unrealistic. In fact, Montgomery County DOT staff told me that they could not assume longer than a 3-minute cycle for this light in the 2017 LATIP analysis even though a longer signal time would be needed to clear Viva White Oak traffic at full build out during morning rush hour. Of course, increasing this cycle time would just cause further backups on US 29. And the plans for the Paint Branch Bridge on Old Columbia Pike would factor into these intersection improvements which appears to be moving on a completely separate track from the adequate public facilities analysis for Viva White Oak.

Secondly, the LATIP does not look at traffic impacts of Viva White Oak in Prince George's County, even though the development sits right on the County line. Neighbors in Prince George's County who must currently endure the traffic backups eastbound on Cherry Hill Road at Powder Mill Road in morning rush hour are interested in intersection improvements there to address increased traffic flow to the Beltway from Viva White Oak. Montgomery County Planning Board should analyze these impacts even if the LATIP does not do so.

It should be noted 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 from major arterial roadways would either be from Industrial Boulevard or Tech Road to Old Columbia Pike/US 29 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.

Thank you for your consideration of our views.

Barry Wides

President, North White Oak Civic Association



Silver Spring

From: [REDACTED]
To: [MCP-Chair](#)
Subject: Calverton Citizens Association Testimony Item 8 Viva White Oak 9252025
Date: Monday, September 22, 2025 11:31:45 PM
Attachments: [Calverton Citizens Association Testimony Viva White Oak Item 8 9252025.pdf](#)

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

Good morning, Chair Harris,

You will find testimony from the Calverton Citizens Association attached for the hearing on Thursday, September 25. Our testimony is for Item 8, Viva White Oak.

Thank you,

Bernadine (Bernie) Karns, Calverton

[REDACTED]

Silver Spring, MD 20904-1867

[REDACTED]

[REDACTED]

Calverton Citizens Association

P. O. Box 21

Beltsville, Maryland 20704-0021

September 22, 2025

Chair Artie Harris
Montgomery County Planning Board
2425 Reddie Drive
Wheaton, MD 20902

RE: Viva White Oak Development District No. APF202602, Item 8, 9/25/25

Honorable Harris,

Thank you for your time.

Calverton does not have a problem bringing new housing and jobs to the East County. Calverton has a problem with the fact that there was no traffic study done in any community or along any road that was north of Cherry Hill Road.

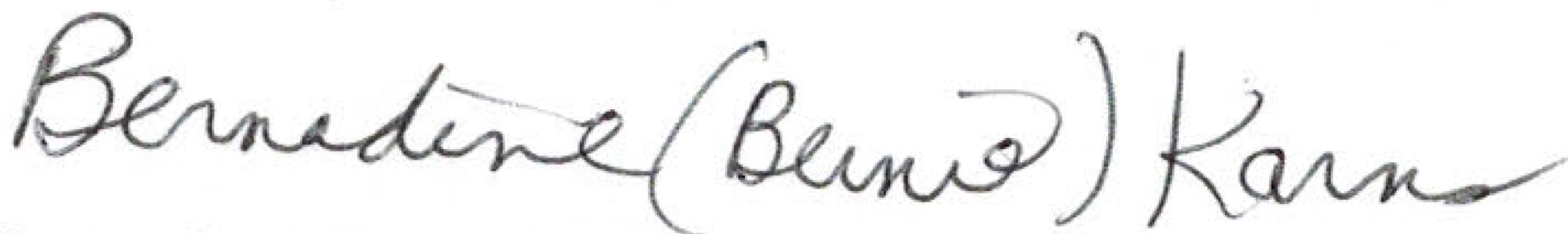
I was told many times and at different meetings that anything north of Cherry Hill Road was not part of the study area. So, it seems that the only roads where a traffic study was done were the roads that are in the White Oak Master Plan and along US 29. Really? Why?

Where will the workers and future residents go when traffic backs up on US 29 at Fairland Road in Montgomery County? Where will the workers and future residents go when traffic on US 29 backs up to Briggs Chaney Road in Montgomery County? Where will the workers and future residents go when they get off at the 95 and Powder Mill Road 29B interchange? They will go on roads that are north of the traffic study area.

It is just amazing! This massive project, the City of Viva White Oak, will impact on the traffic and quality of life of the residents of the East County who have lived here for over 60 years, yet the County did **NOT** care about the older communities in and around this new city. The County did **NOT** consider or care about the huge impact this massive city will have on our quality of life and on our roads for generations to come. Traffic is terrible now. How long will it take us to get out of our streets in the future? You could have told the developer to perform traffic studies north of Cherry Hill Road. This is the true area that will be impacted by this city and the true area where a traffic study should have been done.

We understand. The County has made it clear to all the older communities and older residents who have lived here in Montgomery County for many years. We don't matter. Our quality of life doesn't matter. The only thing that matters is "build it and they will come." But, at whose expense?

Respectfully submitted,



Bernadine (Bernie) Karns, Calverton

Silver Spring, MD 20904-1867

From: [REDACTED]
To: [MCP-Chair](#)
Subject: Testimony for Sept 25, item 8
Date: Tuesday, September 23, 2025 9:47:05 AM
Attachments: [TIF APFO- PB \(002\).pdf](#)

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

Please share with Board members.

Dan Wilhelm

Greater Colesville Citizens Association

PO Box 4087
Colesville, MD 20914

LABQUEST Community Association

3156 Gracefield Road, Apt 505
Silver Spring, MD 20904

September 23, 2025

Montgomery County Planning Board
Attn: Artie Harris, Chair
2425 Reddie Drive
Wheaton, MD 20902

Re: Viva White Oak APFO, Item 8 on September 25

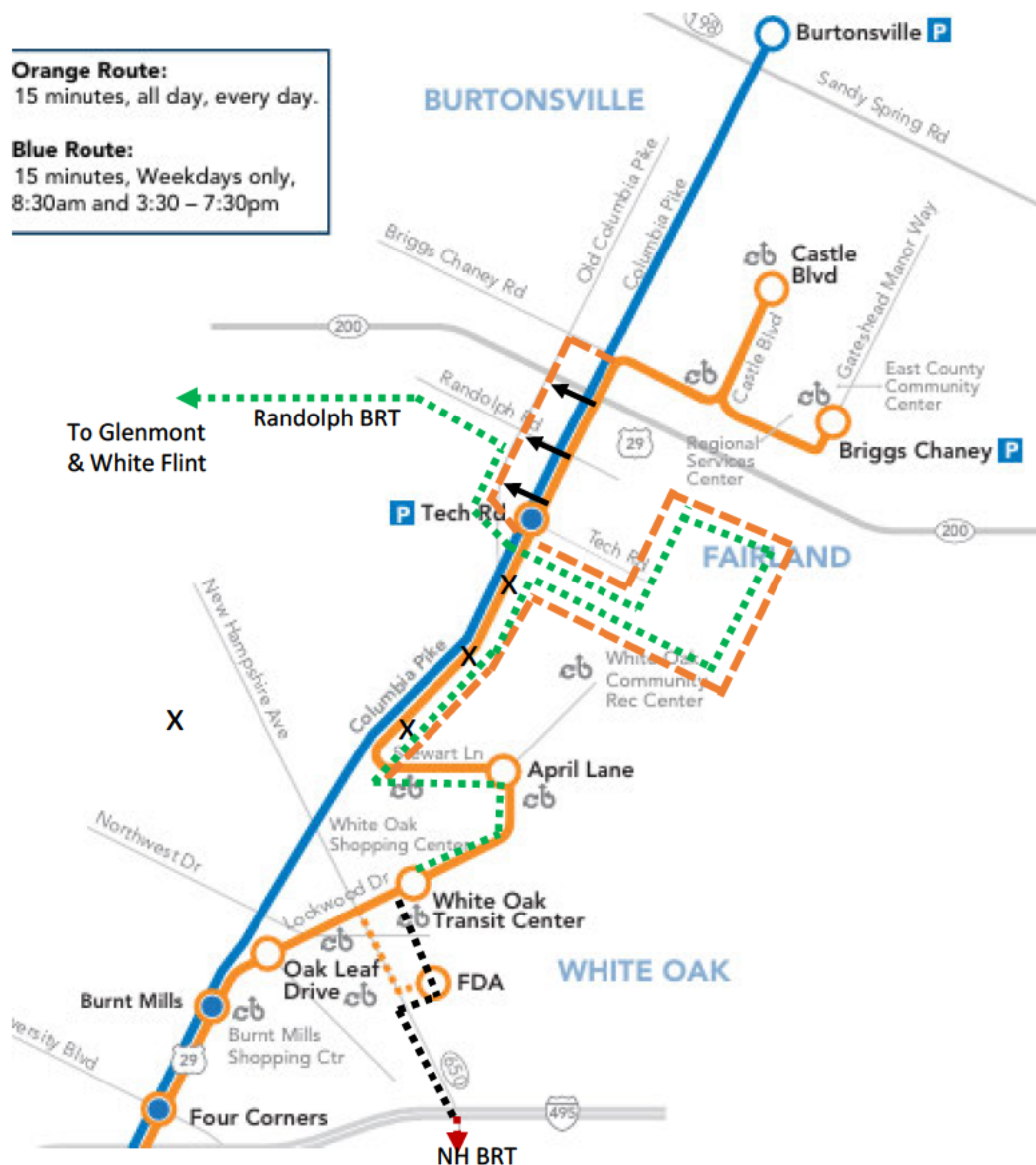
Dear Chairman Harris:

The Greater Colesville Citizens Association and LABQUEST Community Association strongly support the development of Viva White Oak and support the use of the Tax Increment Financing (TIF) to help finance the needed infrastructure. Earlier this month MCB Real Estate briefed LABQUEST and the East County Citizens Advisory Board (ECCAB) on the project, and the TIF concept. That presentation identified two phases and identified the financing needed for Phase 1. Three charts from that presentation are attached to provide context for this testimony.

GCCA and LABQUEST support the projects identified in the staff report but the report did not address all the projects needed to support VWO. This testimony identifies those projects that need to be added. We urge the Board to identify all the needed projects to support the development independent of the funding source, whether TIF or CIP. The council can determine the funding source and schedule.

The staff recommended projects focused on road, bikeway and sidewalk improvements and only addressed transit as indicated in the 2017 Local Area Transportation Improvement Program (LATIP), which is dated. Bikeways and sidewalks are important but they only provide mobility for short distances. Road improvements and transit facilities are needed to move large numbers of people longer distances into and out of VWO. There are only two roads that access VWO: US29 and Cherry Hill Rd. Both of those roads today are at capacity or congested and the very large VWO project will overwhelm them with traffic if major people-moving capacity is not added. GCCA and LABQUEST support the staff/MCB proposed three intersection improvements at/near US29. Road improvements will help, but they are still far short of the need. The LATIP Ride On projects will also help, but they are still far short of moving the number of people required to avoid overwhelming the roads.

We propose a transit capability that uses BRT and links four BRT corridors as illustrated in the diagram below. It uses the existing (1) US29 blue corridor (unchanged), (2) existing but modified orange corridor, (3) planned Randolph Rd corridor, and (4) planned New Hampshire corridor to provide connectivity in the north, south and west directions. Two of the BRT corridors (orange and Randolph) would be routed through the Life Science Activity Center and White Oak Activity Center, which includes VWO. Key stations include VWO (housing, conference center and commercial), White Oak Medical Center, FDA, high-density housing, and Montgomery College. GCCA and LABQUEST requests that the Planning Board urge the council to fund DOT to undertake an alternatives study to align with the MCB phasing schedule.



In addition to the BRT, the following additions or clarifications need to be added to the staff report:

1. Add turn lanes at the intersection of Cherry Hill Rd. and Broadbirch Dr./Calverton Blvd., largely as proposed in the LATIP. This should be done concurrently with the Cherry Hill Bikeway to minimize cost and disruption from construction activities.
2. Rebuild the bridge over the Paint Branch and improve Old Columbia Pike per the DOT Study Alternative 3, which the Planning Board has endorsed. That segment supports the above BRT concept and reduces demand on US29 as envisioned in the White Oak Science Gateway Master Plan. The staff report only recommends the segment on Old Columbia Pike north of Industrial Pkwy. The entire road from Cherry Hill Rd to Stewart Lane needs to be improved.
3. The staff report includes intersection improvements on US29 at Tech Rd and Old Columbia Pike. We agree with that recommendation but suggest the report be clarified that it also includes Old Columbia Pike at Tech Road and Industrial Pkwy. US29 and Old Columbia Pike are so close to each other that they need to be considered as one intersection, not two.
4. Also, the section of Industrial Pkwy between Old Columbia Pike and Tech Rd should have the bikeway added and “no parking” signs added to produce two thru lanes in each direction to match the road design within VWO. We understand that MCB is including that work as part of the three intersections they are designing and constructing.
5. US29 BRT Phase 2 needs to be funded and built to reduce traffic congestion on US29 and improve BRT service. DOT will finish 35% design later this year.

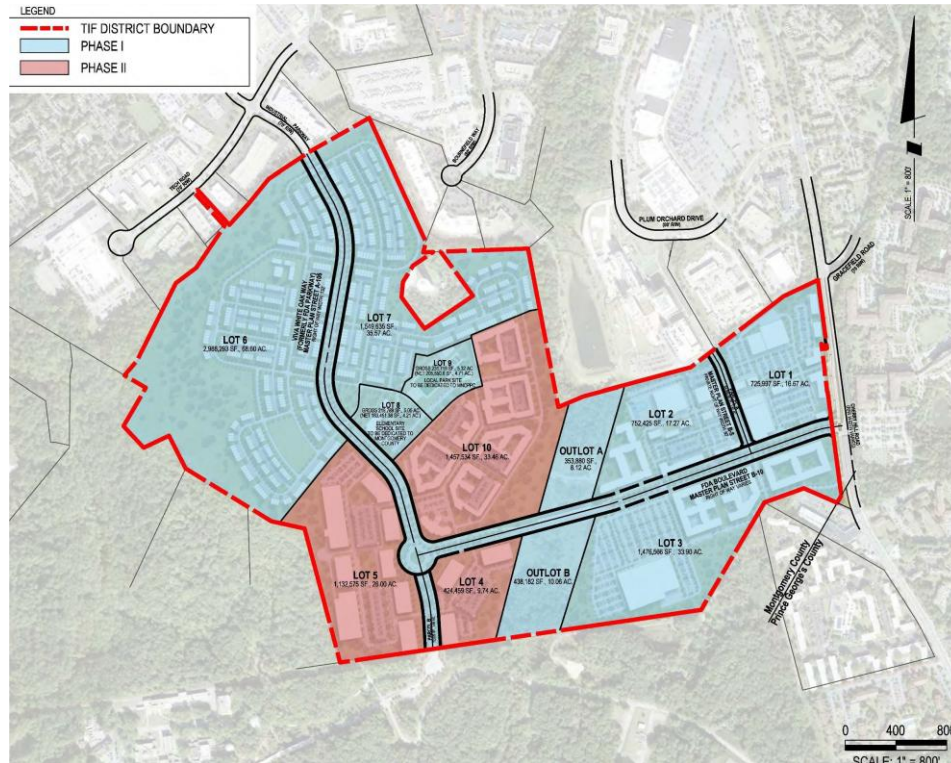
Thank you for considering our recommendations. We are confident that the proposed additions to those recommended by staff will adequately address the need to move large numbers of people into and out of VWO. There are other issues such as non-auto driver mode share and amount of parking that can be addressed later in the development process.

Sincerely

Daniel L. Wilhelm,
GCCA President
LABQUEST Director & Secretary

Rob Recharadson
LABQUEST Director

VWO Construction Phases



VIVA White Oak Phase Contents

	Phase I	Phase II
Description	Spine infrastructure, offsite improvements, town center with retail and apartments and for-sale housing	Life science development (Lots 4 and 5); additional mixed-use multifamily (Lot 10)
Commercial SF	758,200	1,8880,000
Residential Units	2,228	2,480
Construction Start	June 2026	April 2029
First Open	October 2028	May 2031
Full Built-Out	2033	2043
Total Assessed Value	\$1,253,296,109	\$1,561,476,441
Total Annual Tax Revenues AFTER Bond Service	\$33,124,619	\$61,821,202

VWO Phase 1 Uses of Funds	
Mass Grading	\$41,148,473
Environmental Remediation	\$671,586
FDA Boulevard	\$39,943,966
VWO Way (industrial Pkwy Extension)	\$39,889,943
Healing Way (to WOMC)	\$5,933,943
Utility Infrastructure	\$9,080,803
Paint Branch Sewer	\$10,473,145
Industrial Blvd Water Main	\$4,472,444
Tech Road and Industrial Parkway Intersection	\$3,888,757
US 29 and Industrial Parkway Intersection	\$6,110,904
US 29 and Tech Road Intersection	\$5,955,032
Subtotal Spine Infrastructure Uses	\$167,568,995
Additional Public Roads and Utilities	\$54,209,925
Town Center Parking	\$50,129,104
Subtotal Phase 1 Public Infrastructure Uses	\$271,908,024
Private Investment	\$172,212,964
TOTAL PHASE 1 SOURCES	\$444,120,988

From: [Tettelbaum, Emily](#)
To: [MCP-Chair](#)
Subject: FW: LATIP Question re: WOSG Master Plan area
Date: Tuesday, September 23, 2025 10:02:32 AM
Attachments: [image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)
[image015.png](#)



Emily Tettelbaum

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



From: Tettelbaum, Emily
Sent: Monday, September 22, 2025 4:58 PM
To: Barry Wides [REDACTED]
Cc: Sanders, Carrie <Carrie.Sanders@montgomeryplanning.org>
Subject: RE: LATIP Question re: WOSG Master Plan area

Good afternoon Mr. Wides,

The LATIP was initially completed in 2017, and the Viva APF staff report references the 2019 update to the LATIP. The memo that you sent, dated February 2, 2024, also references the 2019 amendment on page 5:

A 2019 amendment focused on defining what is included in the placeholder value for MD 650 (New Hampshire Avenue) at Powder Mill Road and Elton Road. This amendment approved widening of the west leg of Powder Mill Road, extending the westbound right-turn lane on the east leg of Powder Mill Road, adding a bus queue jump along southbound MD 650 (not eligible for LATIP credit), and traffic calming along Elton Road (not eligible for LATIP credit).

The 2023 LATIP update has not been adopted by the County Council. I hope this answers your question.

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: Sanders, Carrie <carrie.sanders@montgomeryplanning.org>
Sent: Monday, September 22, 2025 3:56 PM
To: Tettelbaum, Emily <Emily.Tettelbaum@montgomeryplanning.org>
Subject: FW: LATIP Question re: WOSG Master Plan area



Carrie Sanders

Chief, East County Planning Division

Montgomery County Planning Department
2425 Reedie Drive, Floor 13, Wheaton, MD 20902
carrie.sanders@montgomeryplanning.org
o: 301-495-4653



From: Barry Wides [REDACTED]
Sent: Tuesday, September 16, 2025 5:54 PM
To: Sanders, Carrie <carrie.sanders@montgomeryplanning.org>;
emily.tettelbaum@montgomerycountymd.com; emily.tettelbaum@montgomeryplanning.org
Subject: LATIP Question re: WOSG Master Plan area

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

I was reading the staff report for the Planning Board on APF for White Oak. The report said the LATIP was completed in 2019 and would be ripe for council consideration six years. However, Andrew Bossi shared the attached with me that indicated the last LATIP for WOSG Master Plan area was completed in 2017 and a document submitted to the Council in 2024 was not acted upon (see attached). Could you please explain the discrepancy?

Thanks,
Barry Wides

President, North White Oak Civic Association



EAST COUNTY CITIZENS ADVISORY BOARD

September 22, 2025

The Honorable Marc Elrich
Montgomery County Executive
Executive Office Building
101 Monroe Street, 2nd Floor
Rockville, Maryland 20850

Dear Mr. Elrich,

The East County Citizens Advisory Board (ECCAB) strongly supports the Viva White Oak (VWO) development and endorses the use of Tax Increment Financing (TIF) as a viable mechanism to fund the essential infrastructure required for its success. We affirm our support for the Phase 1 projects outlined in the Montgomery County Planning Board's staff report and emphasize the importance of identifying and planning for Phase 2 infrastructure now to ensure the long-term viability of this transformative development in East County.

Key Recommendations

- ECCAB urges the Planning Board to conduct a comprehensive project identification to identify all infrastructure projects necessary to support VWO, funding-source neutral to maintain alignment with the White Oak Science Gateway Master Plan and to secure complete project completion feasibility.
- The 2017 Local Area Transportation Improvement Program (LATIP) is previously adopted program and insufficient for the scale of VWO. While bikeways and sidewalks enhance short-distance mobility, the development demands expanded transit and roadway capacity. US29 and Cherry Hill Road—the only access points—are currently congested and will be overwhelmed without significant upgrades.
- ECCAB recommends a four-corridor integrated Bus Rapid Transit system to connect VWO with surrounding employment and residential centers. These four corridors would be: the existing US29 BRT (Blue), a modified US 29 BRT (Orange) route, the planned Randolph Road BRT, and the planned New Hampshire Avenue BRT. This network would serve key destinations including VWO's residential and commercial areas, White Oak Medical Center, Food and Drug Administration, Montgomery College, and key employment centers along the lower Rt. 355 corridor in the western part of the county. ECCAB requests funding for Montgomery County Department of Transportation to conduct alternatives study to align with VWO's development schedule.
- We propose additional turn lanes at Cherry Hill Road and Broadbirch Drive and also at the Cherry Hill Road and Calverton Blvd intersections coordinated with Cherry Hill Bikeway construction to minimize disruption and cost.

- Treat the intersections at US 29-Industrial Blvd-Old Columbia Pike and those at Old Columbia Pike-US29-Tech Road-Prosperity Drive as integrated nexus points that need to be considered as unified intersection entities within themselves.
- Treat the intersections at US 29-Industrial Blvd-Old Columbia Pike and those at Old Columbia Pike-US29-Tech Road-Prosperity Drive as integrated nexus points that need to be considered as unified intersection entities within themselves.
- Design Industrial Parkway enhancements to align physically with the internal road design of the road to be built from FDA Blvd to Industrial Parkway for a seamless roadway design

In conclusion, ECCAB believes these recommendations will ensure that VWO's infrastructure is equipped to support its projected growth and regional significance. We appreciate the Planning Board's continued leadership and look forward to collaborative progress on this vital East County initiative.

Sincerely,



Peter Myo Khin
Chair, East County Citizens Advisory Board

Cc: Montgomery County Planning Board Chair, Artie Harris,
Kate Stewart, County Council President/Councilmembers
D5 County Council Member Kristin Mink
Jewru Bandeh, Director, ECRS Office
Chris Conklin, Director, MCDOT

From: [PETER MYO KHIN](#)
To: [Harris, Artie](#); [MCP-Chair](#)
Cc: [Christopher Conklin](#)
Subject: Letter in Support of VWO PAPF
Date: Wednesday, September 24, 2025 11:19:26 AM
Attachments: [250923 - Letter to Planning Board supporting Planning Board Recommendations on VWO PAPF.pdf](#)

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

Dear Chairman Artie Harris,

The Tamarack Triangle Civic Association (TTCA) kindly submits its letter of testimony supporting the VIVA White Oak Provisional Adequate Public Facilities (PAPF) recommendations by your Planning Department. Thank you very much for this opportunity to opine on this matter.

Regards,
Peter Myo Khin



Virus-free. www.avast.com



Tamarack Triangle Civic Association

13107 Limetree Road, Silver Spring, MD 20904

September 24, 2025

Montgomery County Planning Board
Attn: Artie Harris, Chair
2425 Reddie Drive
Wheaton, MD 20902

Dear Chairman Harris,

The Tamarack Triangle Civic Association (TTCA) strongly supports the Viva White Oak (VWO) development and endorses the use of Tax Increment Financing (TIF) as a viable mechanism to fund the essential infrastructure required for its success. We affirm our support for the Phase 1 projects outlined in the staff report and emphasize the importance of identifying and planning for Phase 2 infrastructure now to ensure the long-term viability of this transformative development in East County.

Key Recommendations

- TTCA urges the Planning Board to conduct a comprehensive project identification to identify all infrastructure projects necessary to support VWO, funding-source neutral to maintain alignment with the White Oak Science Gateway Master Plan and to secure complete project completion feasibility.
- The 2017 Local Area Transportation Improvement Program (LATIP) is a previously adopted program and insufficient for the scale of VWO. While bikeways and sidewalks enhance short-distance mobility, the development demands expanded transit and roadway capacity. US29 and Cherry Hill Road—the only access points—are currently congested and will be overwhelmed without significant upgrades.
- TTCA recommends a four-corridor integrated BRT system to connect VWO with surrounding employment and residential centers. These four-corridors would be: 1) the existing US29 BRT (Blue), 2) a modified US 29 BRT (Orange) route, 3) the planned Randolph Road BRT, and 4) the planned New Hampshire Avenue BRT. This network would serve key destinations including VWO's residential and commercial areas, White Oak Medical Center, FDA, Montgomery College, and provide transportation to key employment centers along the Rt. 355 in the western part of the county. TTCA requests funding for Montgomery County Department of Transportation to conduct alternatives study to align with VWO's development schedule.
- We propose additional turn lanes at Cherry Hill Road and Broadbirch Drive and also at the Cherry Hill Road and Calverton Boulevard intersections coordinated with Cherry Hill Bikeway construction to minimize disruption and cost.
- Treat the intersections at US 29-Industrial Parkway-Old Columbia Pike and those at Old Columbia Pike-US29-Tech Road-Prosperity Drive as integrated nexus points that need to be considered as unified intersection entities within themselves.

- Design Industrial Parkway enhancements to align physically with the internal road design of the road to be built from new road identified as White Oak Way to Industrial Parkway to US29 for a seamless roadway design

In conclusion, TTCA believes these recommendations will ensure that VWO's infrastructure is equipped to support its projected growth and regional significance. We appreciate the Planning Board's continued leadership and look forward to collaborative progress on this vital and impactful East County development project.

Sincerely,

A handwritten signature in black ink, appearing to read "P. Myo Khin". The signature is fluid and cursive, with a large initial "P" and a stylized "Myo Khin" following.

Peter Myo Khin
President, Tamarack Triangle Civic Association