

Notley Road

Office of Zoning and Administrative Hearings
Public Hearing
November 6, 2025
LMA H-159

Exhibit 68
OZAH Case No: H-159

Staff Report – Neighborhood (Excerpt from Exhibit 56)

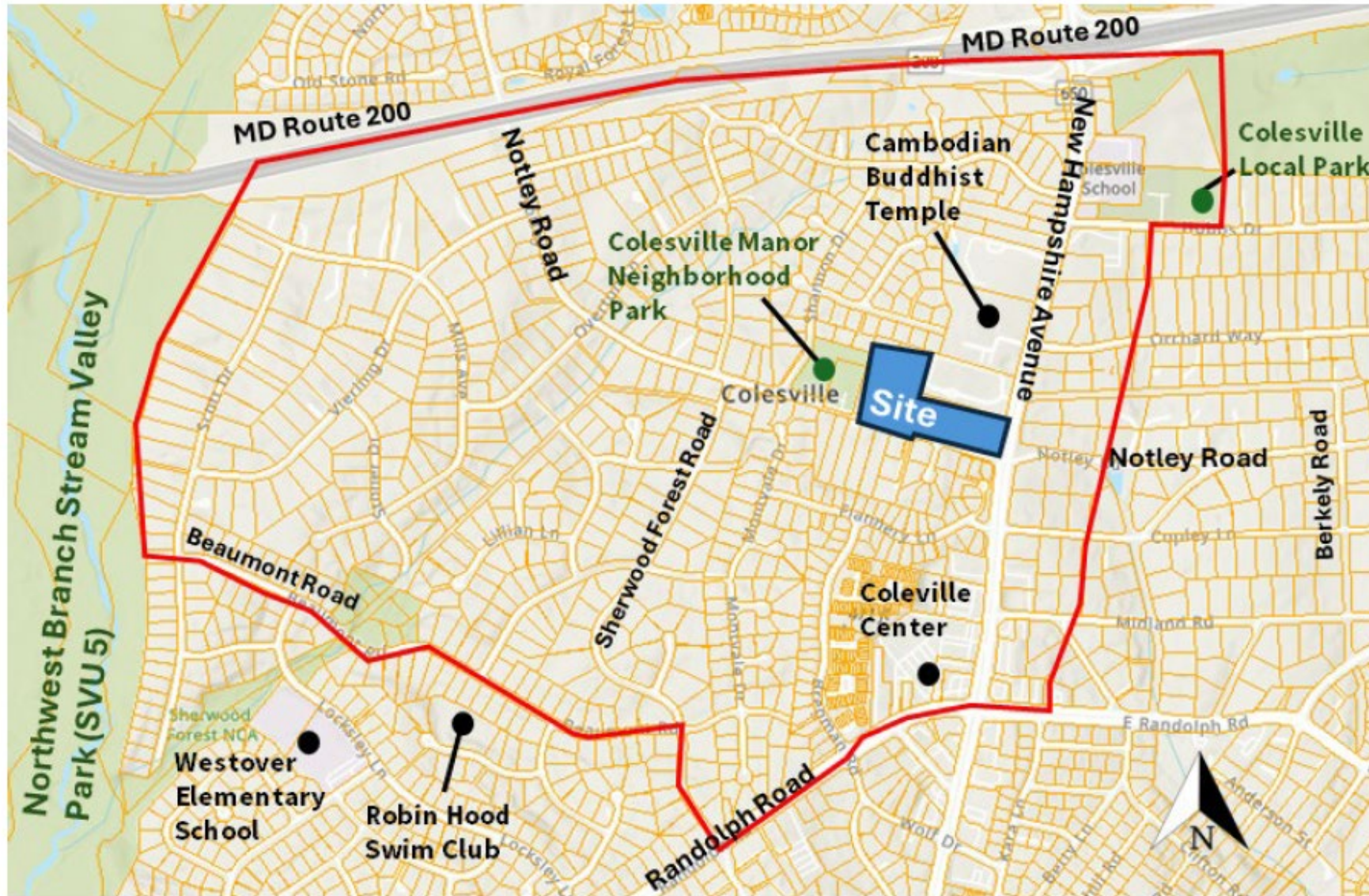
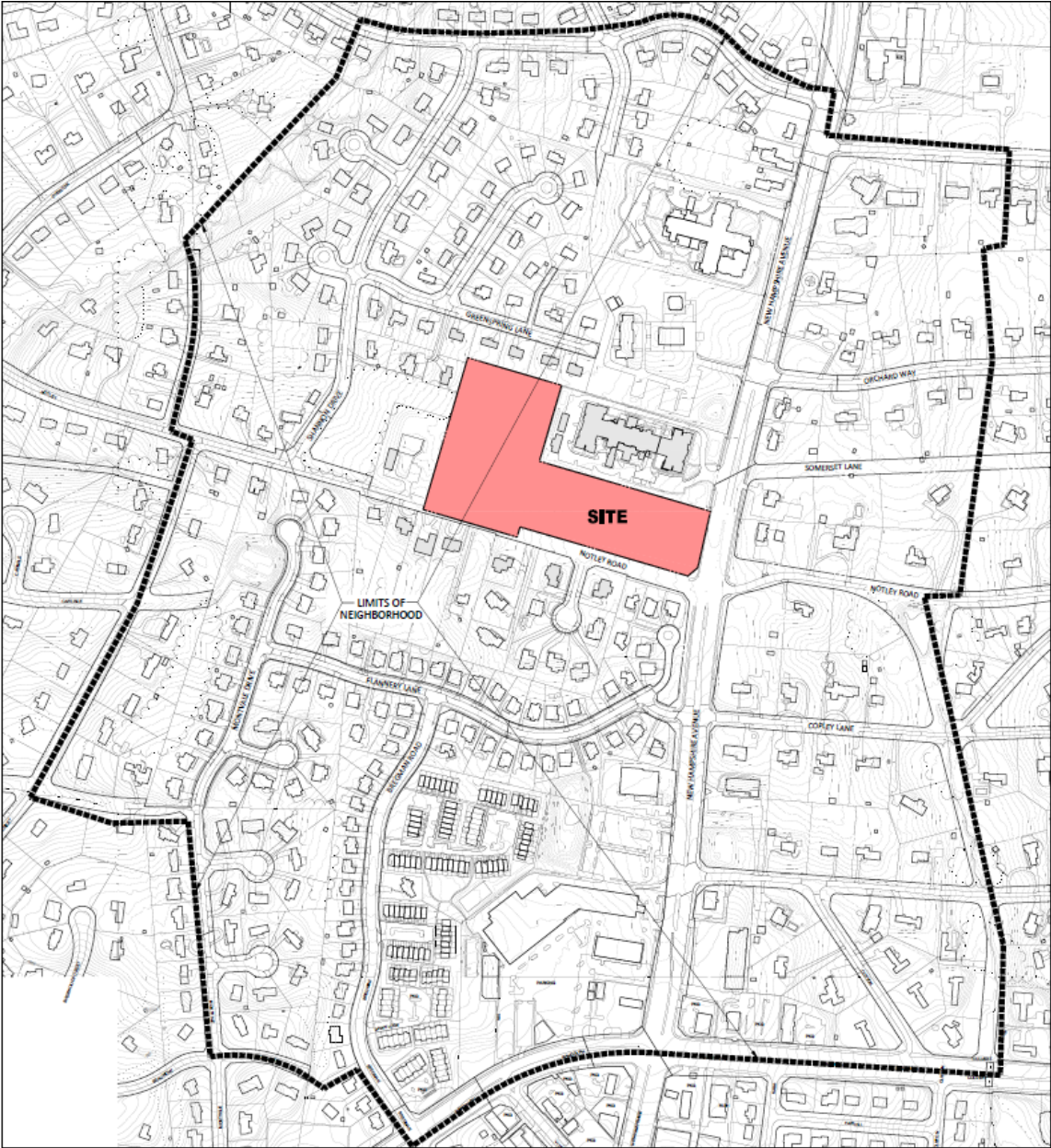


Figure 2: Staff-Defined Neighborhood

Proposed Neighborhood (Exhibit 23)



VICINITY MAP
SCALE: 1" = 200'

VIA
VIA MARYLAND, LLC
2001 Century Blvd, Suite 400
Gaithersburg, MD 20878
CONTACT: GARY MILLER
410.286.0000
gmiller@via.com

PLANNING & CIVIL ENGINEERING
VIA MARYLAND, LLC
2001 Century Blvd, Suite 400
Gaithersburg, MD 20878
CONTACT: GARY MILLER
410.286.0000
gmiller@via.com

LANDSCAPE ARCHITECT
VIA MARYLAND, LLC
2001 Century Blvd, Suite 400
Gaithersburg, MD 20878
CONTACT: GARY MILLER
410.286.0000
gmiller@via.com

Exhibit 23
OZAH Case No: H-159

REVISIONS	DATE

NOTLEY ROAD
10th SECTION DISTRICT
MONTGOMERY COUNTY,
MARYLAND
WISCONSIN ZONING
TAX MAP 2012
BH-159

**SURROUNDING
NEIGHBORHOOD
PLAN**

PROFESSIONAL SEAL

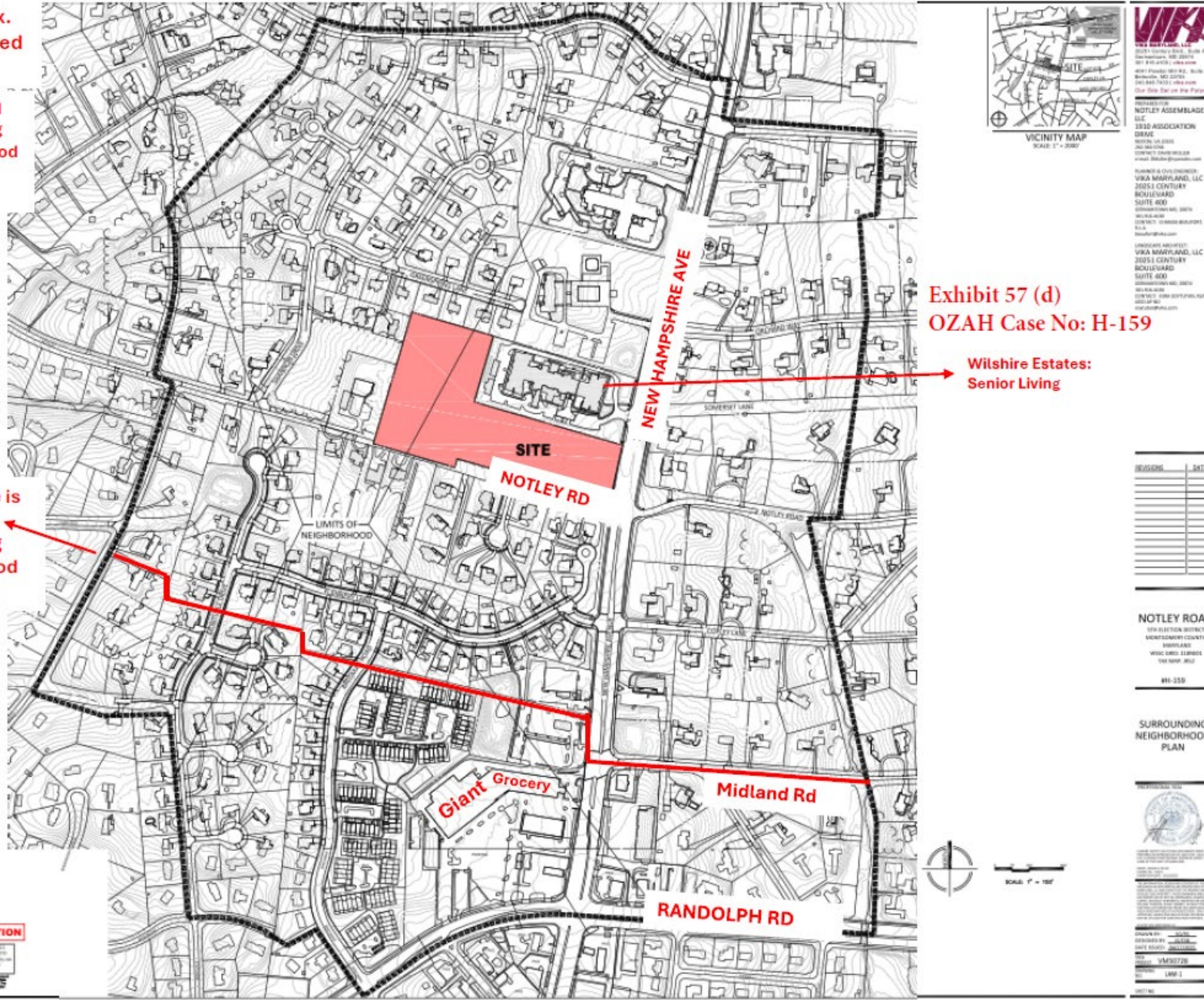
APPROVED BY:
DESIGNED BY: [Signature]
DATE: 08/11/2011
DRAWN BY: [Signature]
CHECKED BY: [Signature]
SCALE: 1" = 100'



(Exhibit 57 (d))

**Notley Road
Surrounding
Neighborhood
Plan
Corrected**

This red line is where the surrounding neighborhood should end



NOT FOR CONSTRUCTION

THE EDUCATION OF THE FUTURE
800-671-7777 OR LEARN@EDU
www.learn.com or www.education.com
ADDRESS IN ADVANCE OF 2007
WORLD TO COME ON TV

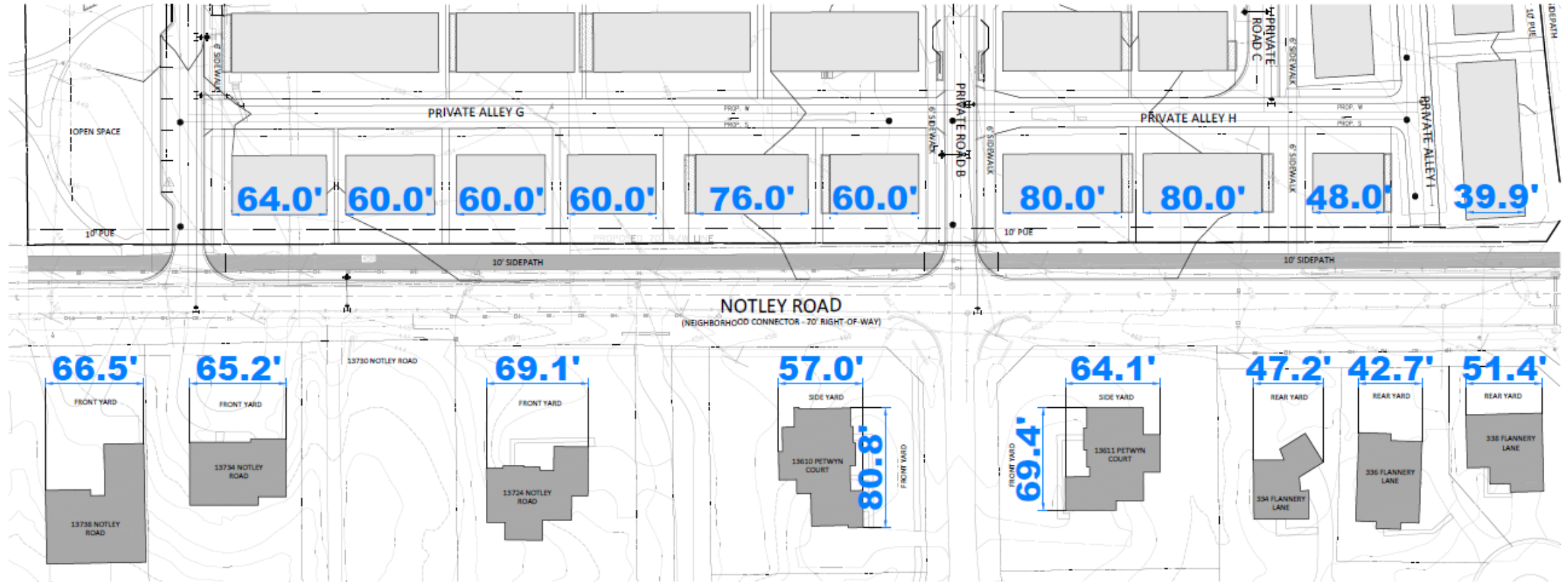
The map displays a residential area with several zoning districts. A parcel is highlighted with a red dashed line, indicating a specific area of interest. The map includes street names and a legend in the top right corner.

Updated Conceptual Layout Plan (Exhibit ____)



For Illustrative Purposes Only

Compatible Massing Along Notley (Exhibit ____)



Proposed Character of Notley Road (Exhibit ____)



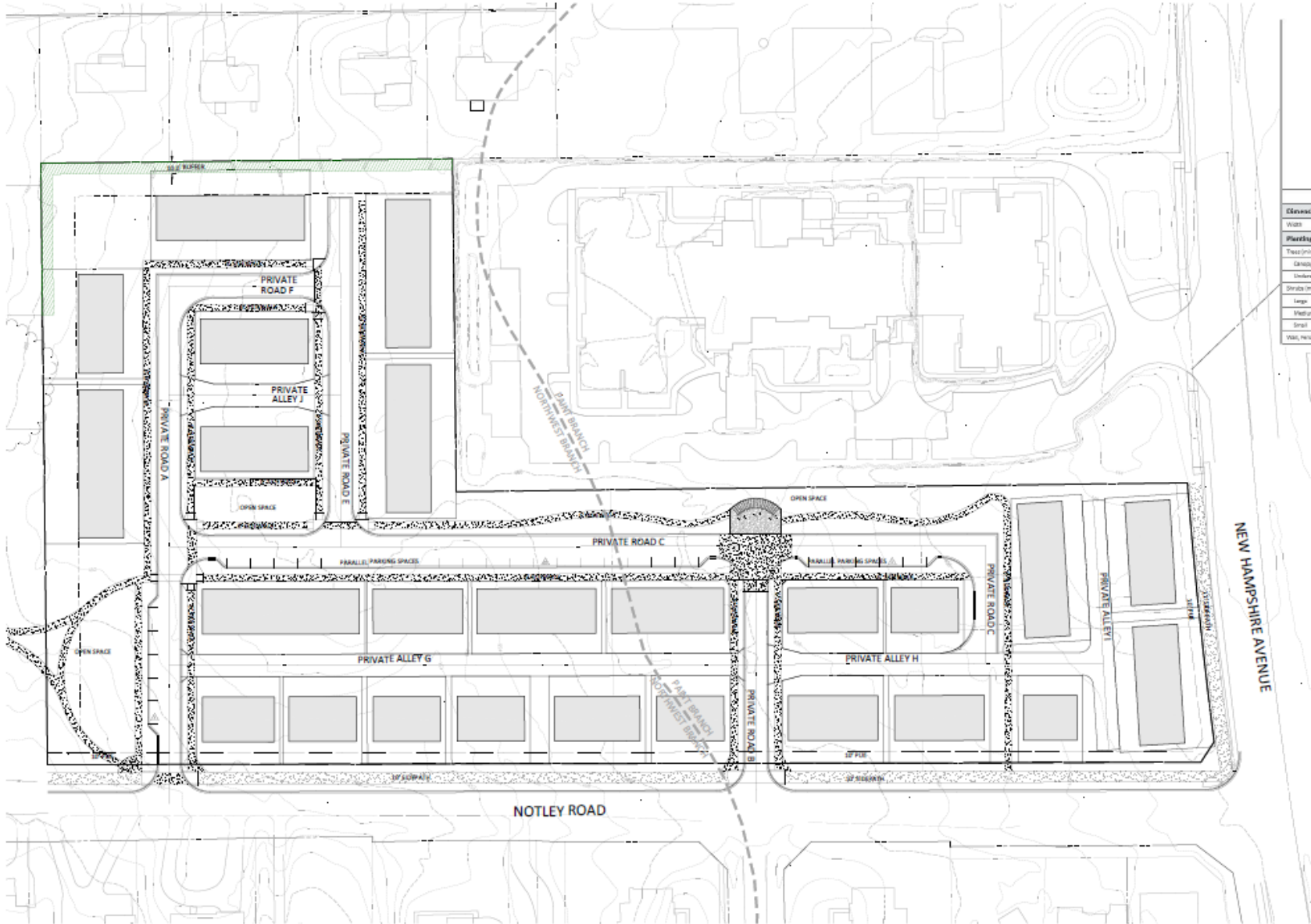
Proposed Character of Notley Road (Exhibit ____)



EXISTING CONDITION



Landscape Screening (Exhibit ____)



4. Townhouse

SCREENING PLANTING

	Option A	Option B
Elevation (min)	2	10
Width	2	10
Planting and Screening Requirements		
Tree (minimum per 200')		
Large	2	2
Medium (minimum per 200')	2	2
Large	—	2
Medium	—	—
Small	10	2
Wall, Height of (ft)	4' (max of wall)	—

Visual and Physical Expansion of Park (Exhibit ____)



Visual and Physical Expansion of Park (Exhibit ____)



Open Space (Exhibit __)



Missing and Substandard Streetscapes (Exhibit __)

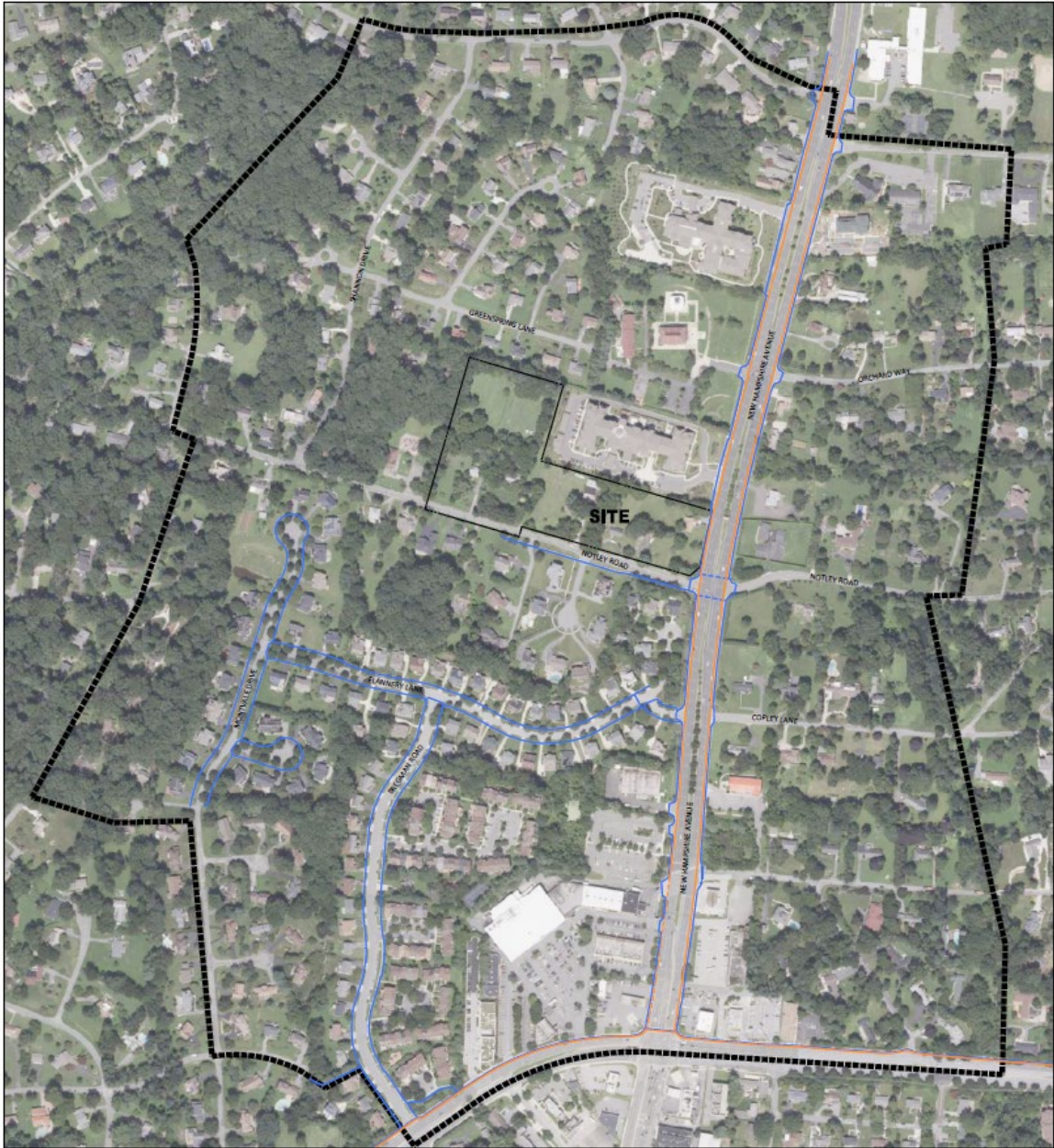
New Hampshire Avenue



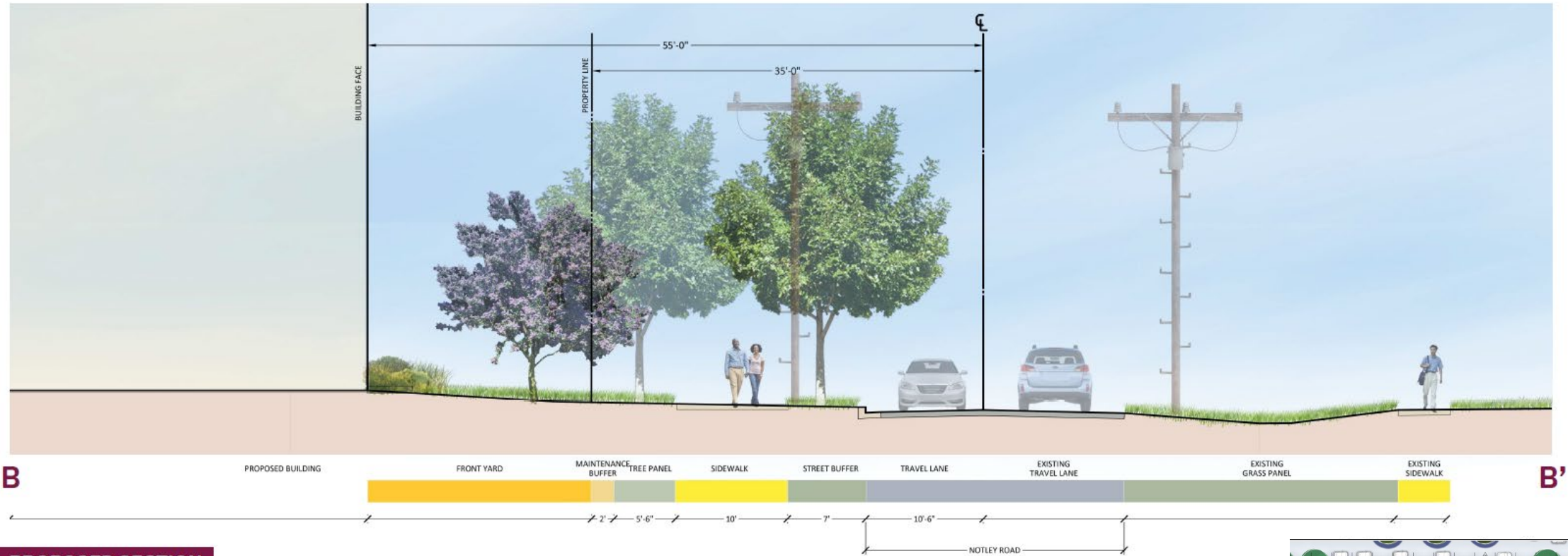
Notley Road



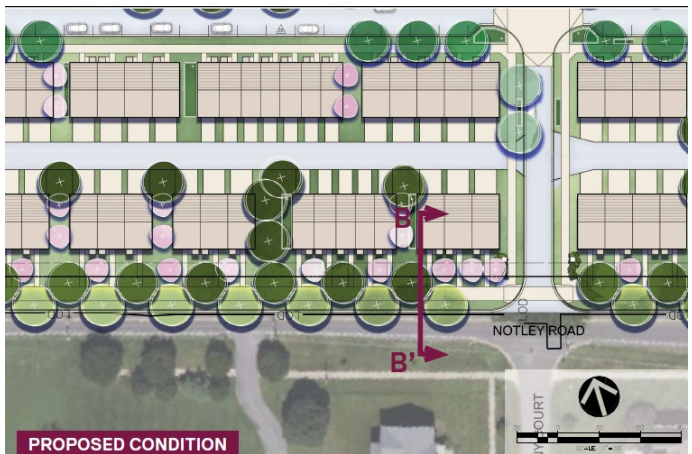
New Circulation Plan after Signal (Exhibit ____)



Streetscape Improvements – Notley (Exhibit ____)

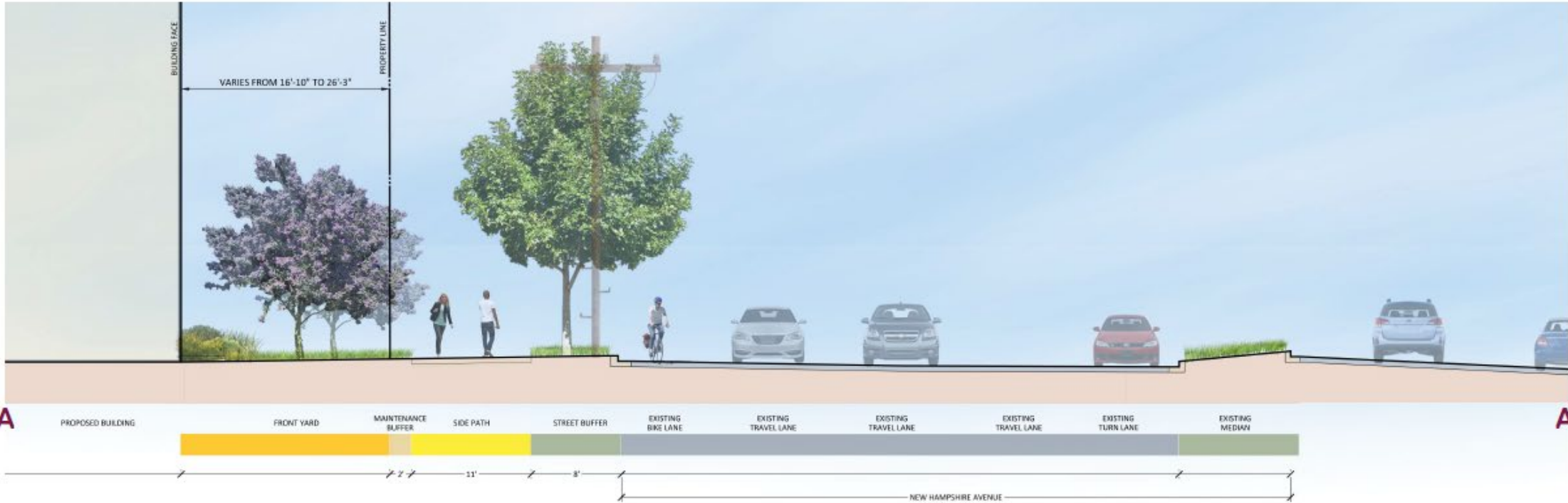


PROPOSED SECTION

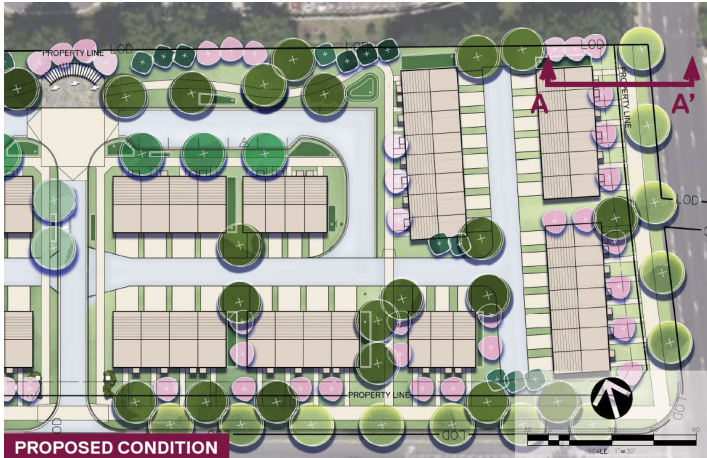


Streetscape Improvements – New Hampshire Ave.

(Exhibit ____)



PROPOSED SECTION



Aerial View with Neighborhood Boundary (Exhibit ____)



Photos of Surrounding Conditions (Exhibit ____)



Surrounding Commercial Uses

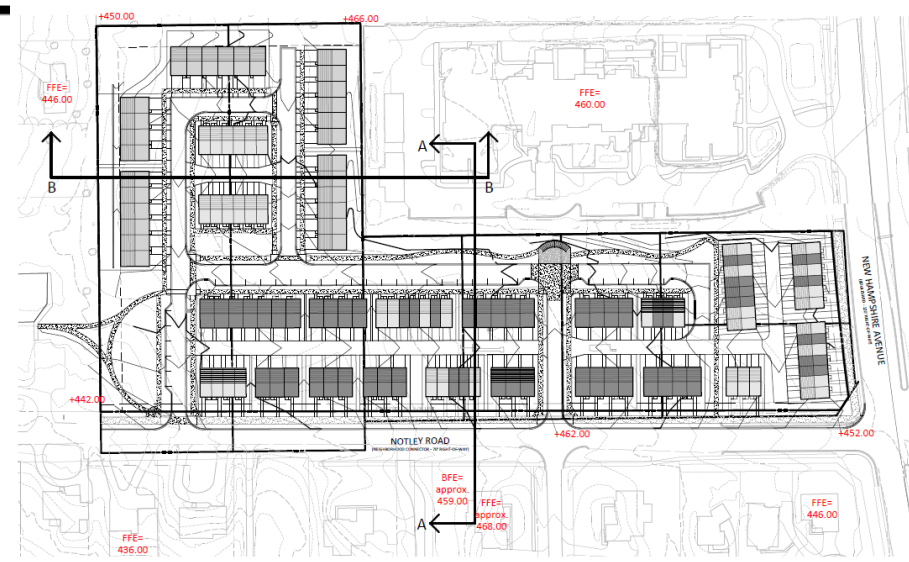
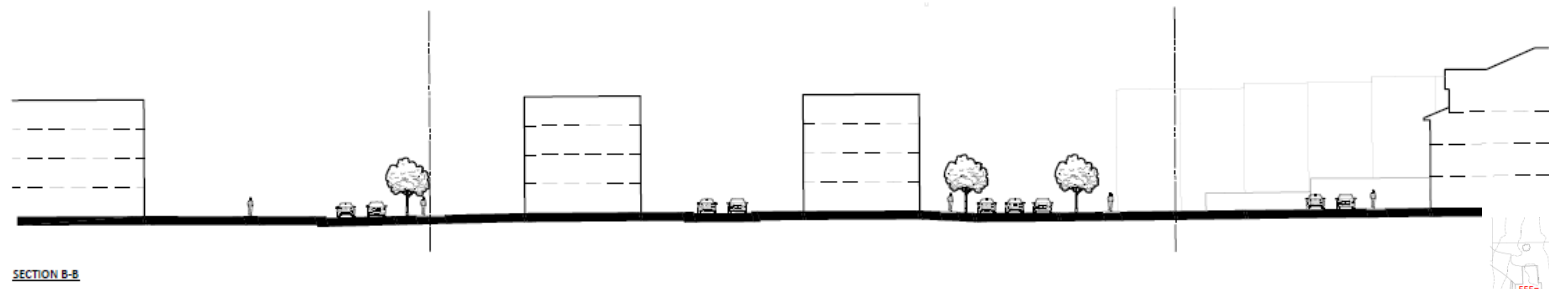


Adjacent Park

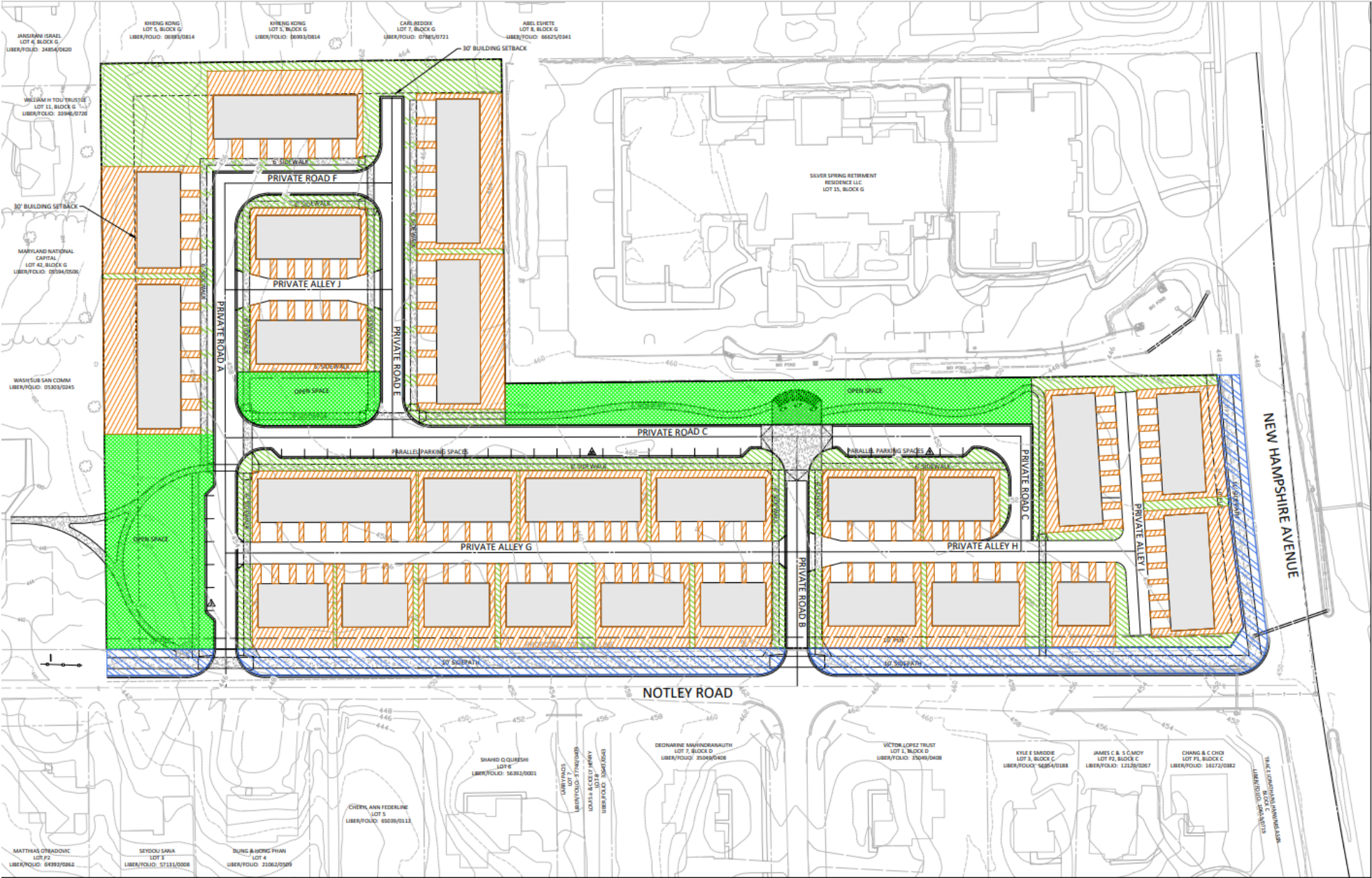


The map displays a residential area with various zoning districts. A parcel is highlighted with a red dashed line. The map includes street names such as Lanesville Manor, Greenway, and New Hampshire Ave. A legend in the top right corner identifies the map as 'Upper Paint Branch Over Key'.

Project Provides Compatible Heights (Exhibit ____)



Green Cover Exhibit (Exhibit ____)



COMMON OPEN SPACE DESIGN REQUIREMENTS FOR STANDARD METHOD DEVELOPMENT (6.3.5.B.1)

a. COMMON OPEN SPACE IS LOCATED IN A CENTRAL LOCATION OR PLACED IN A LOCATION TAKING ADVANTAGE OF AN IMPORTANT ADJACENT NATURAL FEATURE OR OPEN SPACE.

THE OPEN SPACE IS PROVIDED IN THREE CONNECTED SPACES SEPARATED ONLY BY INTERNAL RESIDENTIAL STREETS. THE CENTRAL SPACE IS FLANKED BY A LINEAR PARK TO THE EAST AND THE PRIMARY PARK SPACE TO THE WEST, WHICH IS CONNECTED TO THE ABUTTING MUNICIPAL PARK.

b. THE MINIMUM WIDTH FOR ANY REQUIRED COMMON OPEN SPACE IS 50 FEET EXCEPT FOR THE LINEAR PARK, WHICH IS APPROXIMATELY 40 FEET DEEP, MEETING THE INTENT OF DIVISION 6.3. TO PROVIDE ADEQUATE LIGHT, AIR, CIRCULATION, AND RECREATION AND ENCOURAGE THE ENHANCEMENT OF WATER AND AIR QUALITY.

THE PRIMARY OPEN SPACE IS CONNECTED TO THE ABUTTING MUNICIPAL PARK AND IS AT LEAST 90 FEET WIDE. THE CENTRAL OPEN SPACE IS APPROXIMATELY 49 FEET X 132 FEET; AND THE LINEAR PARK IS APPROXIMATELY 38 FEET X 481 FEET. THE LINEAR PARK PROVIDES A SEATING AREA & SHADE STRUCTURE, CURVILINEAR PARK, SMALL VEGETATED BIOPANTERS, AND NEW LANDSCAPE PLANTINGS TO MEET THE INTENT OF DIVISION 6.3.

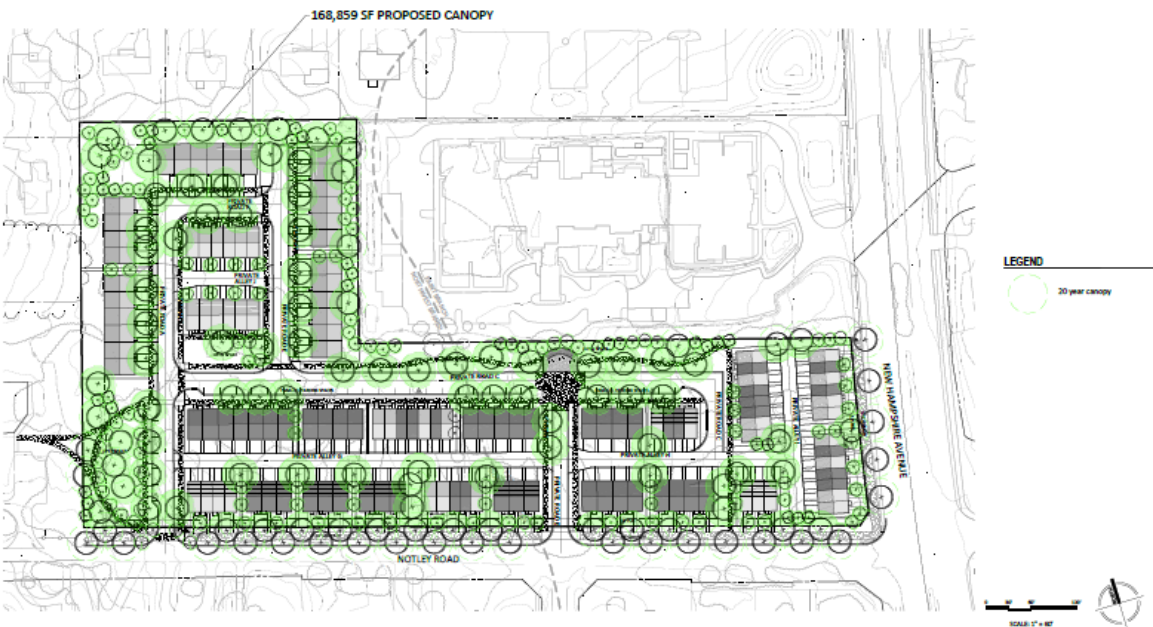
c. THE CENTRAL OPEN SPACE IS APPROXIMATELY 6,100 SQUARE FEET AND IS DIRECTLY ACROSS INTERNAL RESIDENTIAL STREETS FROM THE APPROXIMATELY 19,000 SQUARE-FOOT LINEAR PARK TO THE EAST AND THE APPROXIMATELY 18,000 SQUARE-FOOT PRIMARY OPEN SPACE TO THE WEST. 100% OF THE COMMON OPEN SPACE IS PROVIDED IN THESE THREE AREAS SEPARATED ONLY BY INTERNAL RESIDENTIAL STREETS WITH LOW TRAFFIC VOLUME AND CLEAR, SAFE CROSSINGS.

FINAL DESIGN AND LAYOUT OF THE COMMON OPEN SPACE WILL BE DETERMINED DURING SITE PLAN REVIEW BUT AT LEAST 25,997 SQUARE FEET (50%) OF THE SITE AREA WILL BE PROVIDED.

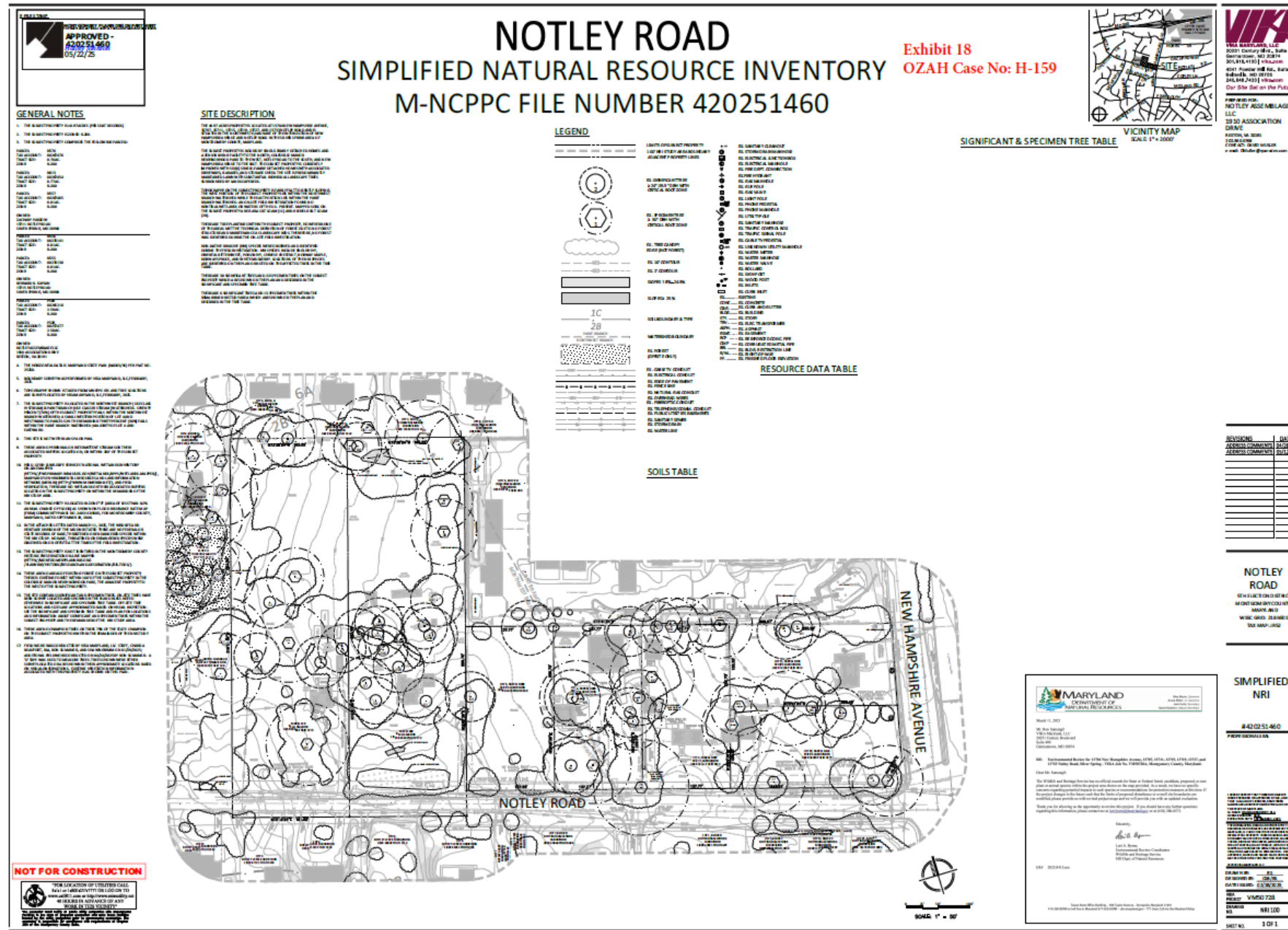
LEGEND

- Proposed Residential Building
- Open Space (44,027 s.f.)
- Private Open Space (67,639 s.f.)
- HDA Open Space (50,445 s.f.)
- ROW Open Space (28,730 s.f.)
- Subject Property Limits
- Proposed Face of Curb
- Proposed Public Utility Easement
- Proposed 30' Building Setback
- Proposed Sidewalk

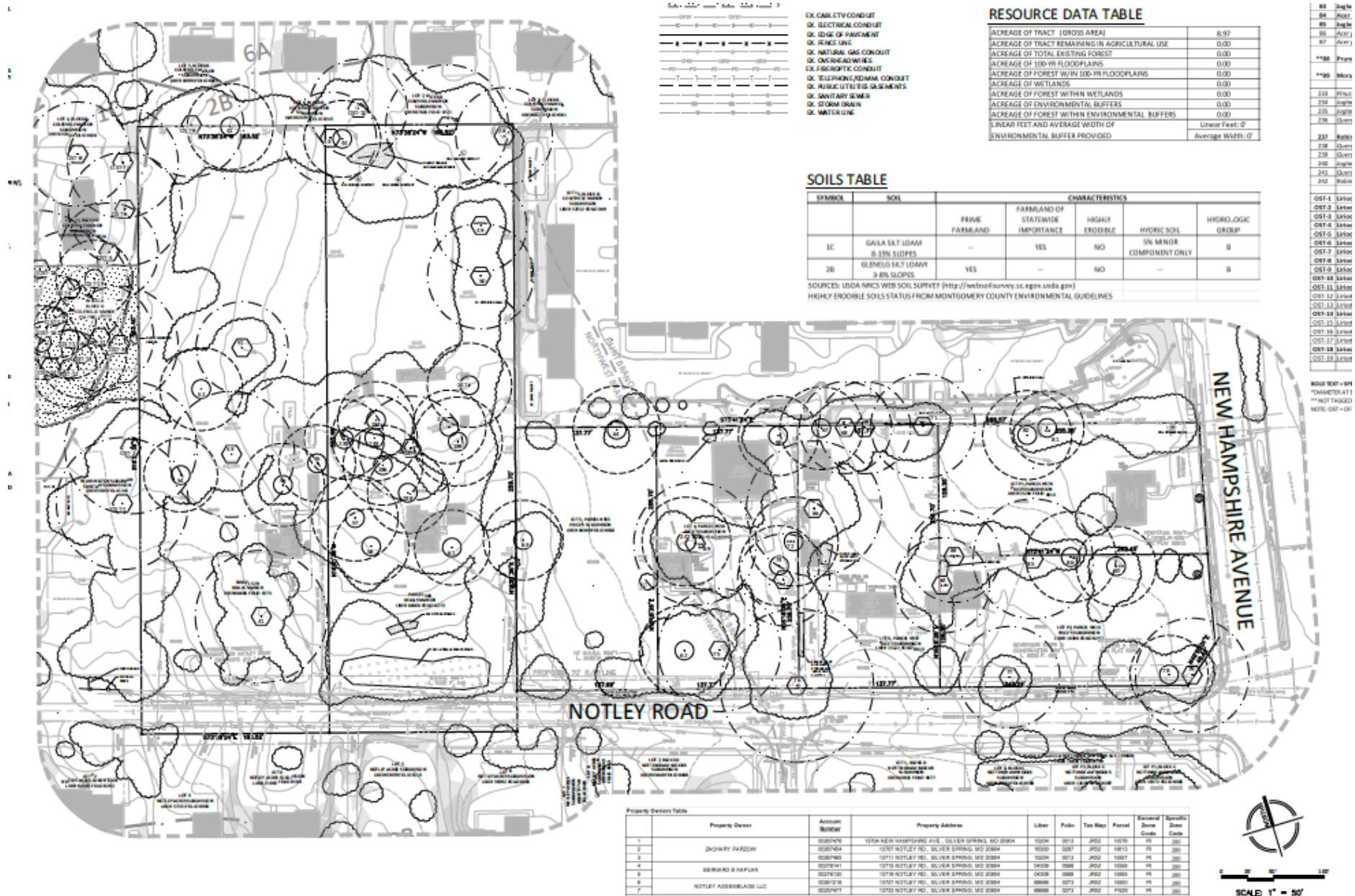
Canopy Coverage (Exhibit ____)



NRI/FSD (Exhibit 18)



NRI/FSD (Enlargement of Exhibit 18)



Notley Road Redevelopment

Master Plan Analysis

Exhibit ____

Necessary Finding (Sec. 7.1.2.E.2.a.)

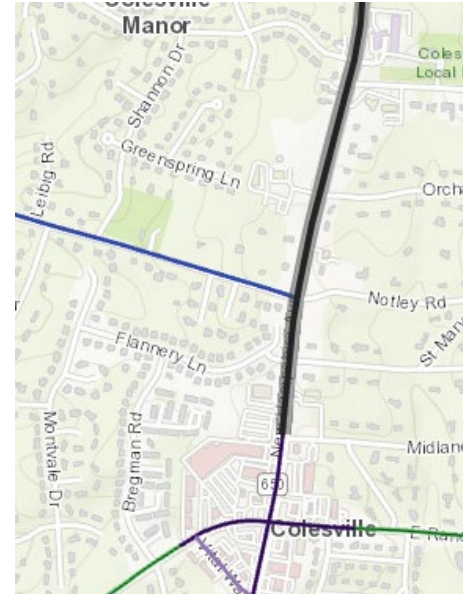
For a Floating zone application, the District Council must find that the floating zone plan will:

- a. substantially conform with the recommendations of the applicable master plan, general plan, and other applicable County plans



MPOHT

- Establishes road classifications
 - New Hampshire Avenue = Boulevard
 - Notley Road = Area Connector
- Establishes rights-of-way & lanes (excluding turn lanes)
 - New Hampshire Avenue = 120' with 6 lanes
 - Notley Road = 70' with 2 lanes

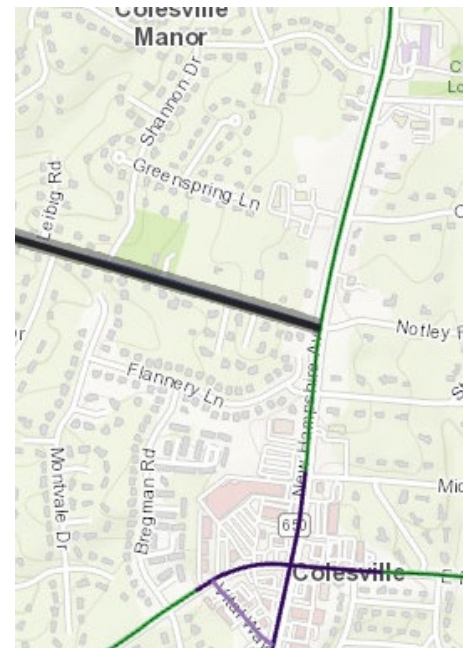


New Hampshire Ave (MD 650)

From Location: Intercounty Connector (MD 200)
To Location: Colesville Park & Ride
Current Classification: Boulevard

Planned Lanes: 6
Designated Transit Lanes: 0
Traffic Lanes: 6

Transitway Type: n/a
Transitway Name: n/a
Right-of-Way (feet): 120
Master Planned Target Speed (mph): 35
Master Plan: 2025 Technical Update (2025)



Notley Rd

From Location: New Hampshire Ave
To Location: ICC right-of-way
Current Classification: Area Connector

Planned Lanes: 2
Designated Transit Lanes: 0
Traffic Lanes: 2

Transitway Type: n/a
Transitway Name: n/a
Right-of-Way (feet): 70
Master Planned Target Speed (mph): 25
Master Plan: 2025 Technical Update (2025)

MPOHT



New Hampshire Ave (MD 650)

From Location: Colesville Park & Ride
To Location: Colesville Town Center Boundary
Current Classification: Town Center Boulevard

Planned Lanes: 6
Designated Transit Lanes: 0
Traffic Lanes: 6

Transitway Type: BRT
Transitway Name: New Hampshire Avenue
Right-of-Way (feet): 120
Master Planned Target Speed (mph): 25
Master Plan: 2025 Technical Update (2025)

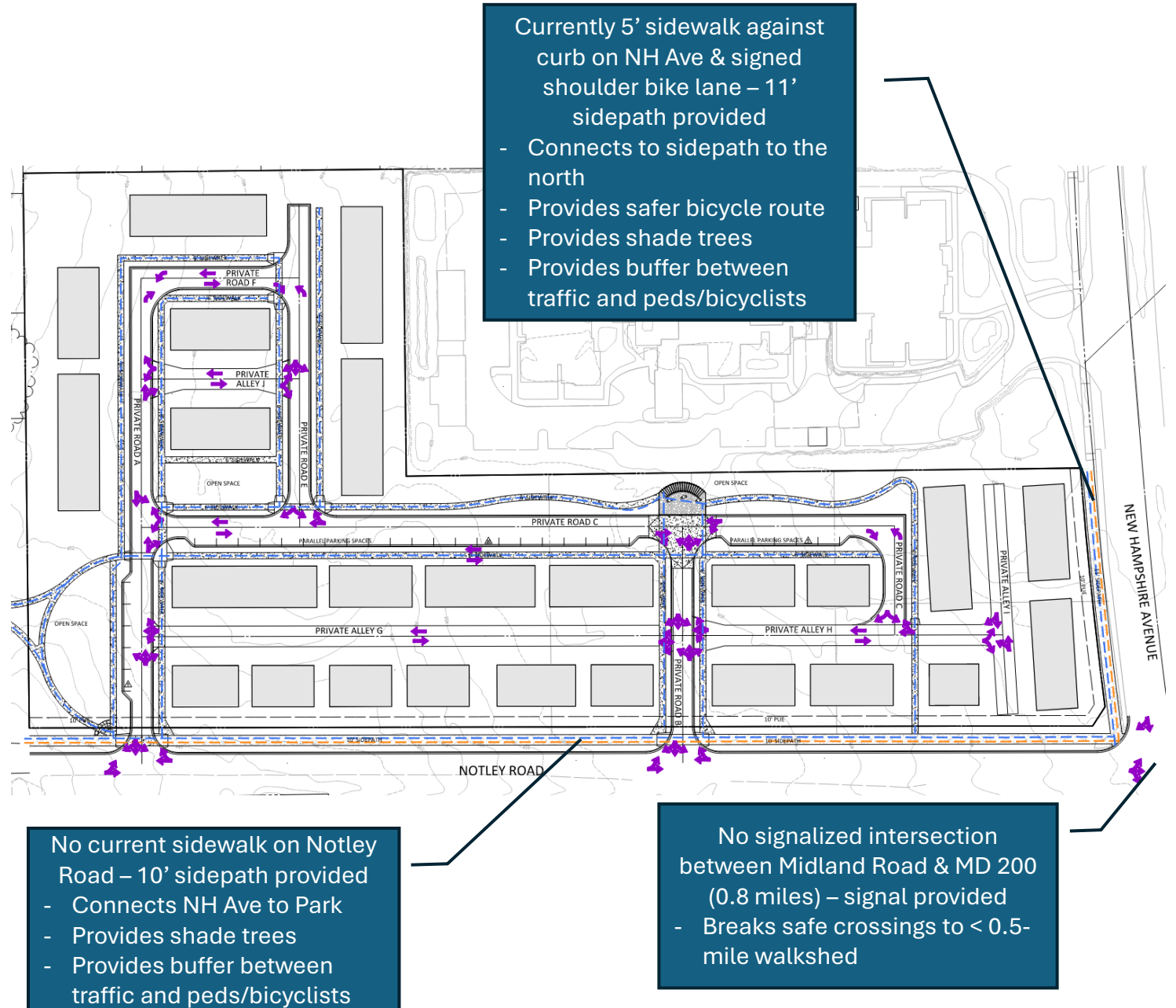
MPOHT

Establish Transit
Lanes

Complete Streets &
Bike/Ped Facilities

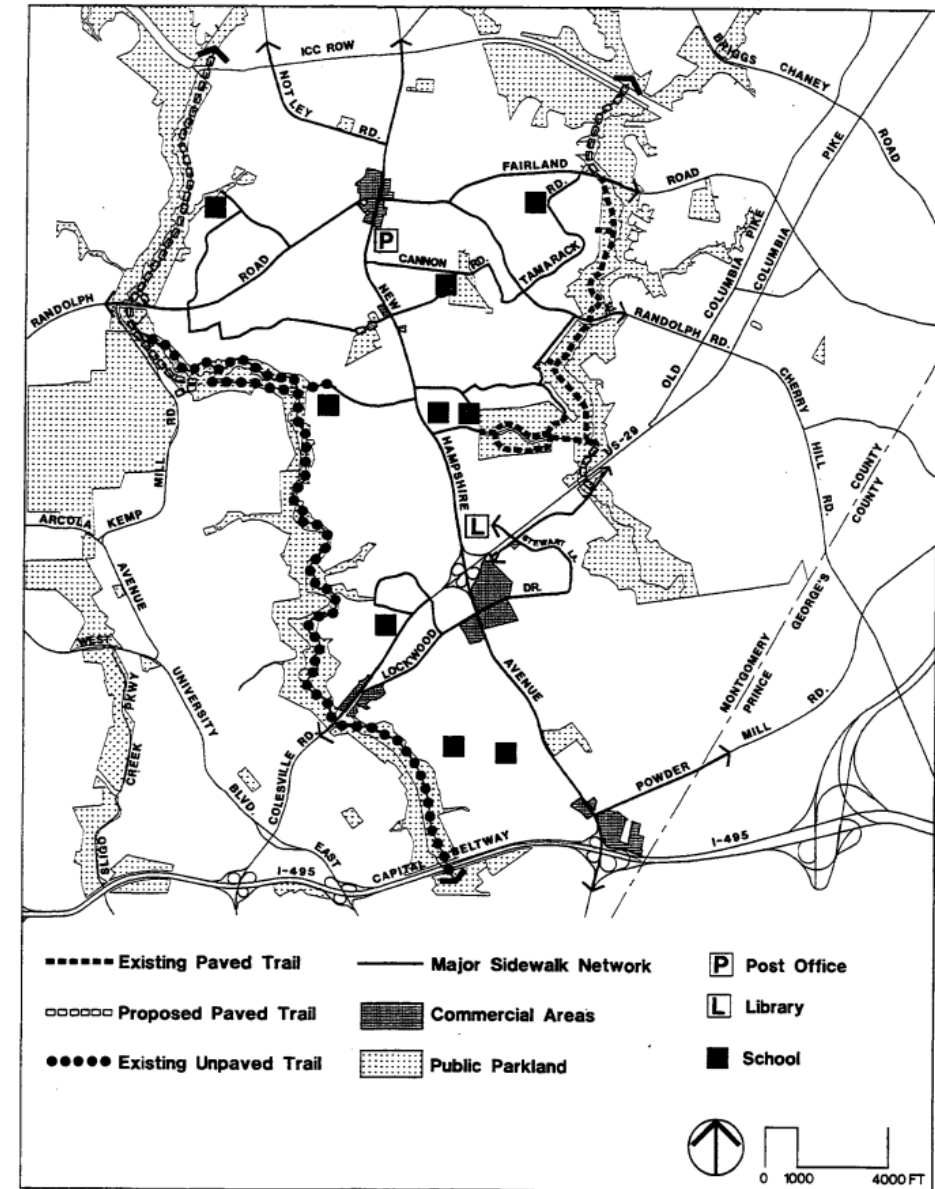
Ped Plan

- Goal 1: Increase walking rates & pedestrian satisfaction
- Goal 2: Create a comfortable, connected, convenient pedestrian network
- Goal 3: Enhance pedestrian safety
- Goal 4: build an equitable and just pedestrian network



White Oak Master Plan

Master plans generally look ahead about 20 years from the date of adoption, although it is intended that they be updated and revised about every ten years. It is recognized that the original circumstances at the time of plan adoption will change over time, and that the specifics of a master plan may become less relevant as time goes on.



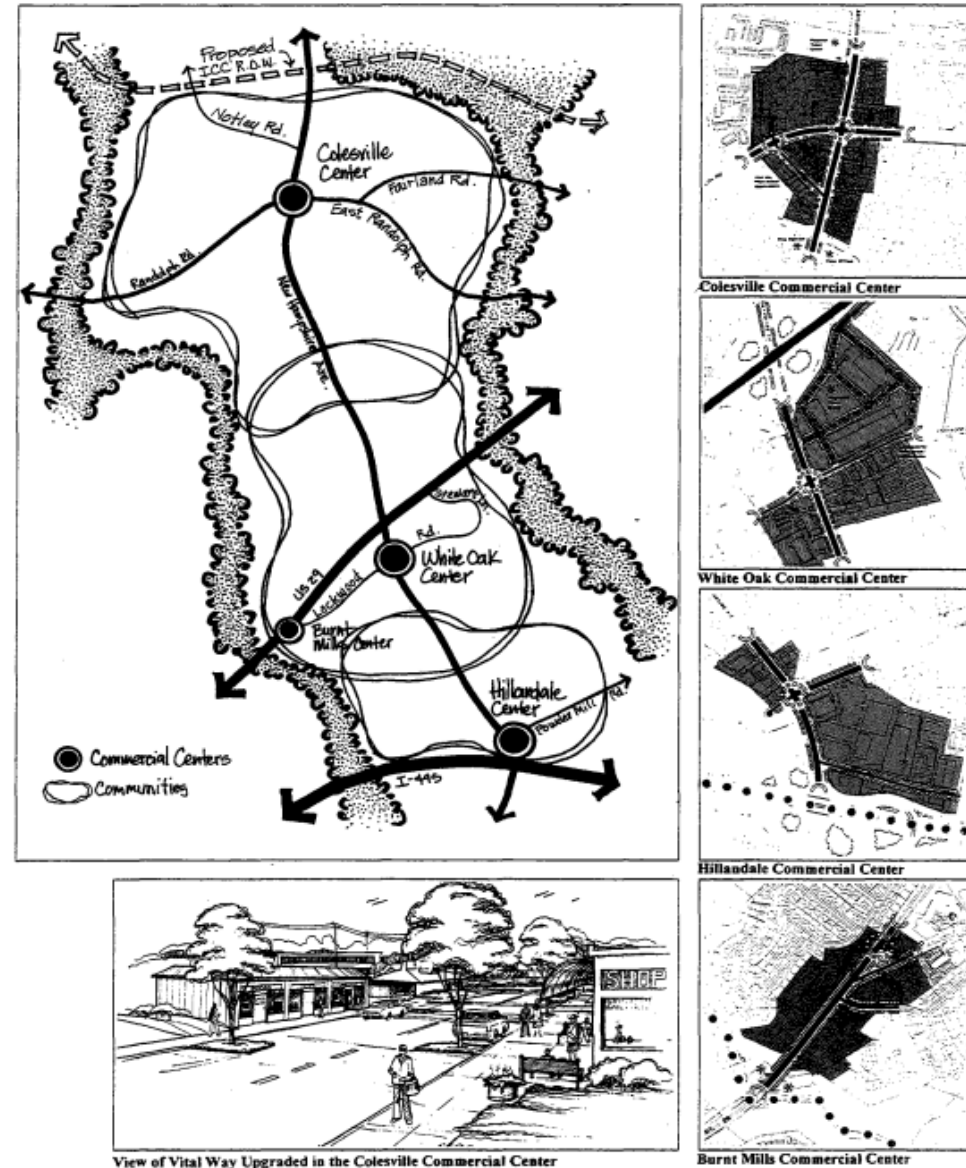
White Oak Master Plan

A variety of housing stock will serve residents of all ages and incomes. Higher density residential development will be located around commercial centers and provide convenient access to shopping and transit.

This Plan envisions the commercial centers of the White Oak Master Plan area as multi-purpose centers that provide daily services.... The commercial centers of the future are attractive, pedestrian friendly, and accessible by many different means of transportation.

COMMUNITIES AND COMMERCIAL CENTERS

FIGURE 1



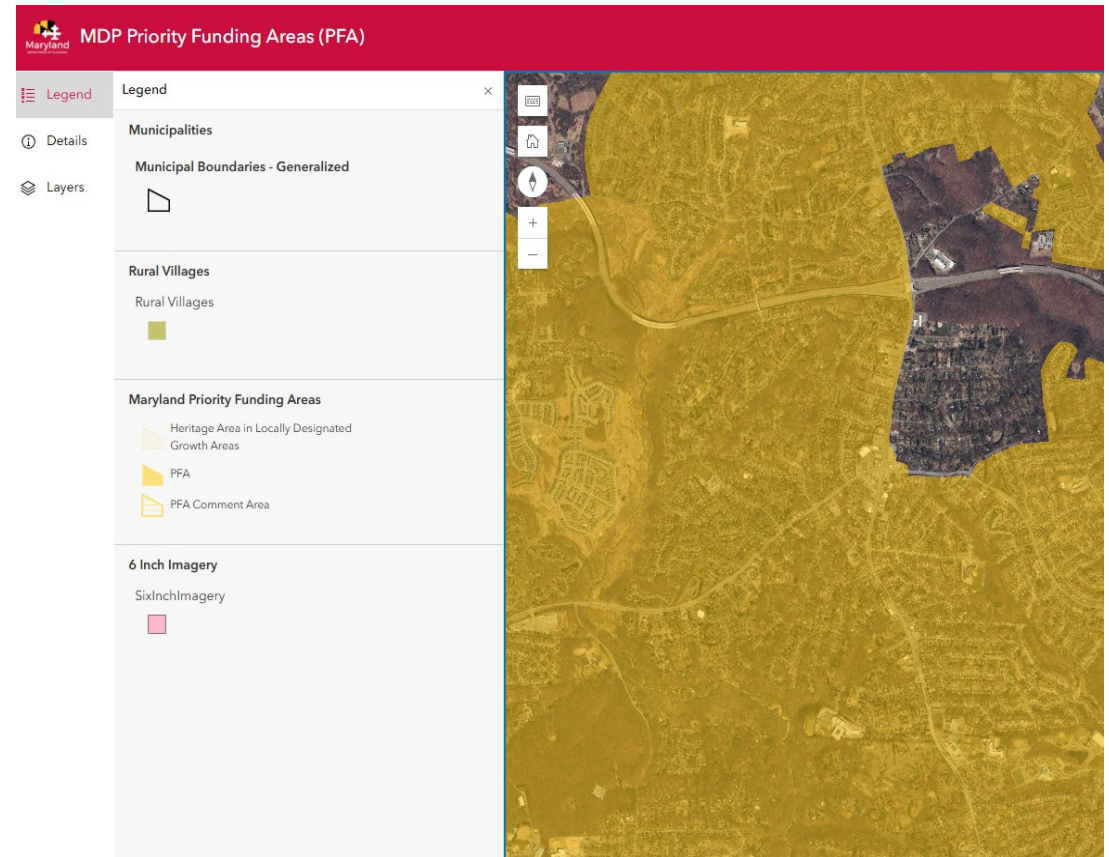
Thrive 2050

- Colesville Village/ Neighborhood Center is at the intersection of two Growth Corridors (71):
 - Randolph Road
 - New Hampshire Avenue
- Complete Communities (85)
 - Complete Communities are places that include the range of land uses, infrastructure, services, and amenities that allow them to meet a wide range of needs for a variety of people
 - The related concept of 15-minute living has emerged as a way of reimagining existing communities to maximize their attractiveness and efficiency by mixing housing, offices, and retail uses so services, infrastructure, facilities, and amenities to serve the daily needs of people who live or work there are within walking distance.



Thrive 2050

- “Growth Areas: Thrive Montgomery 2050 proposes that almost all new residential and non-residential development should be located in existing and planned population and business centers near existing and planned transit such as the Metrorail stations and the bus rapid transit (BRT) corridors. All of these places are within the county’s Priority Funding Areas....”

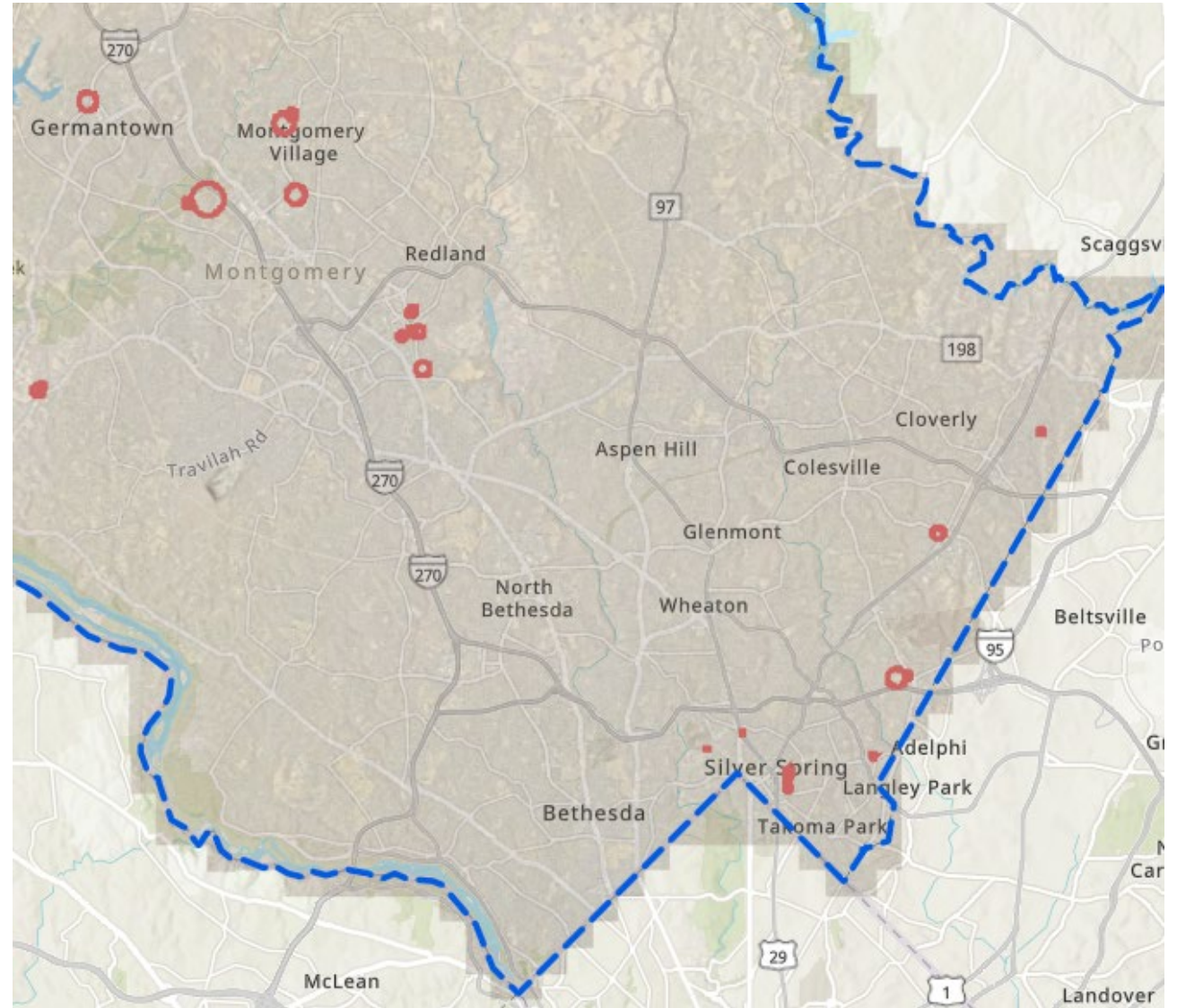


Existing CRN/CRNF Zones (Exhibit ____)

Applicability of CRNF Zone @ C=0.0

Section 5.3.1.B:
Commercial/Residential Floating zones are mapped using the zone's initials followed by the maximum allowed total, commercial, and residential densities and maximum allowed height as limited by Division 5.3.

- Limits are established, no minimums
- Numerous CRN & CRNF zones established with C or R at 0.0
- One CRTF Zone established at C=0.0 & mapped at R=1.6 because of MPDU bonus (H-150, Park Montgomery)

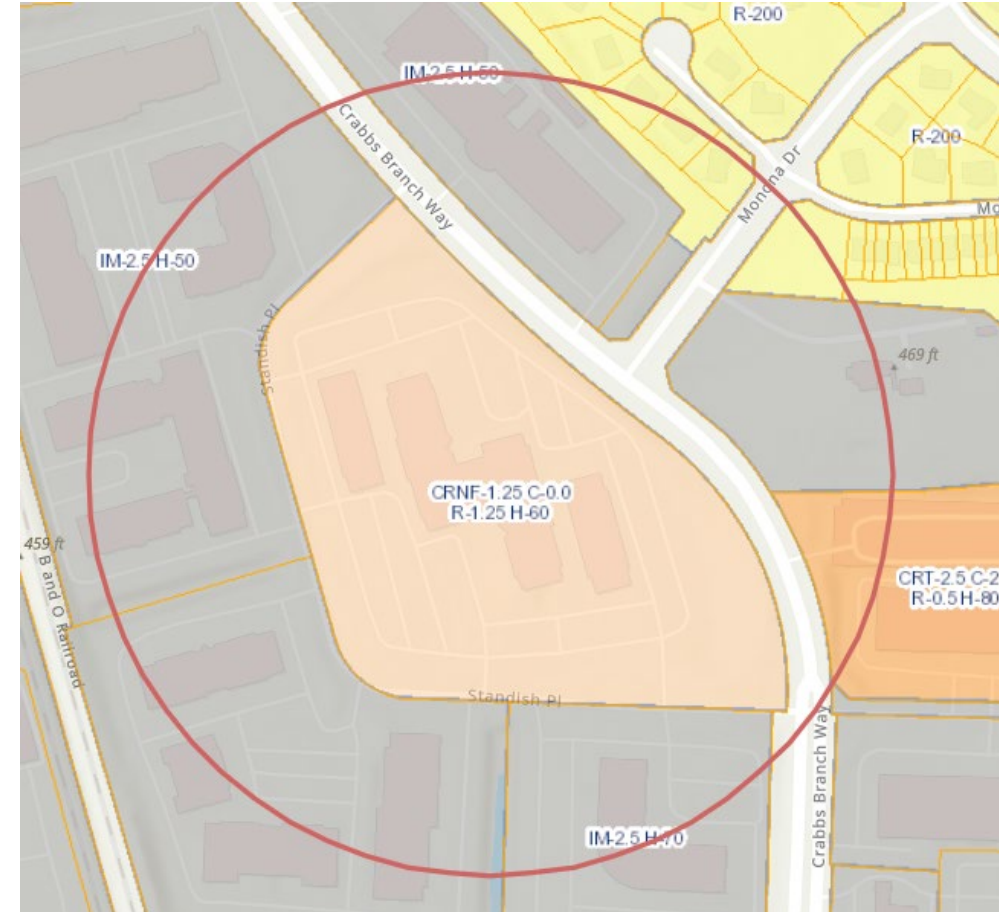


Purpose of CRN/CRNF Zones (Exhibit ____)

Purpose of CRNF Zone @ C=0.0

Section 5.3.2: The purpose of the Commercial/Residential Floating zones is to:

- A. allow development of mixed-use centers and communities at a range of densities and heights flexible enough to respond to various settings;
- B. allow flexibility in uses for a site; and
- C. provide mixed-use development that is compatible with adjacent development.

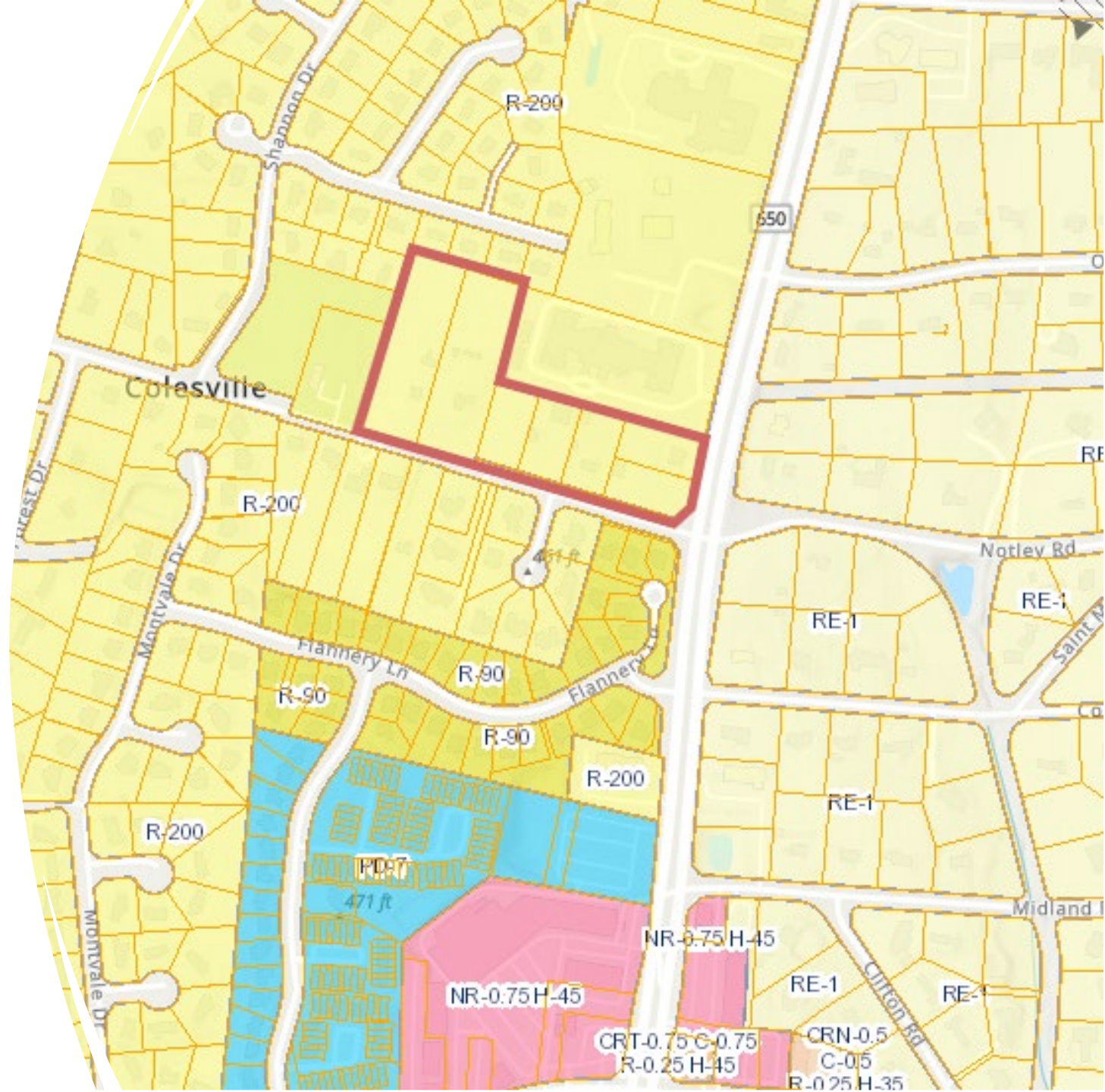


Notley Road Redevelopment

Prerequisites Analysis
(Exhibit ____)

Applicability (Sec. 5.1.3.C.2.b.)

- b. When requesting a ... Commercial Residential Neighborhood Floating (CRNF) zone for a property with a Residential base zone:
 - The property must front on a nonresidential street or must confront or abut a property that is in a Residential Townhouse, Residential Multi-Unit, Commercial/Residential, Employment, or Industrial zone; and
 - The application must satisfy a minimum of 2 prerequisites for each of the categories under Section 5.1.3.D.



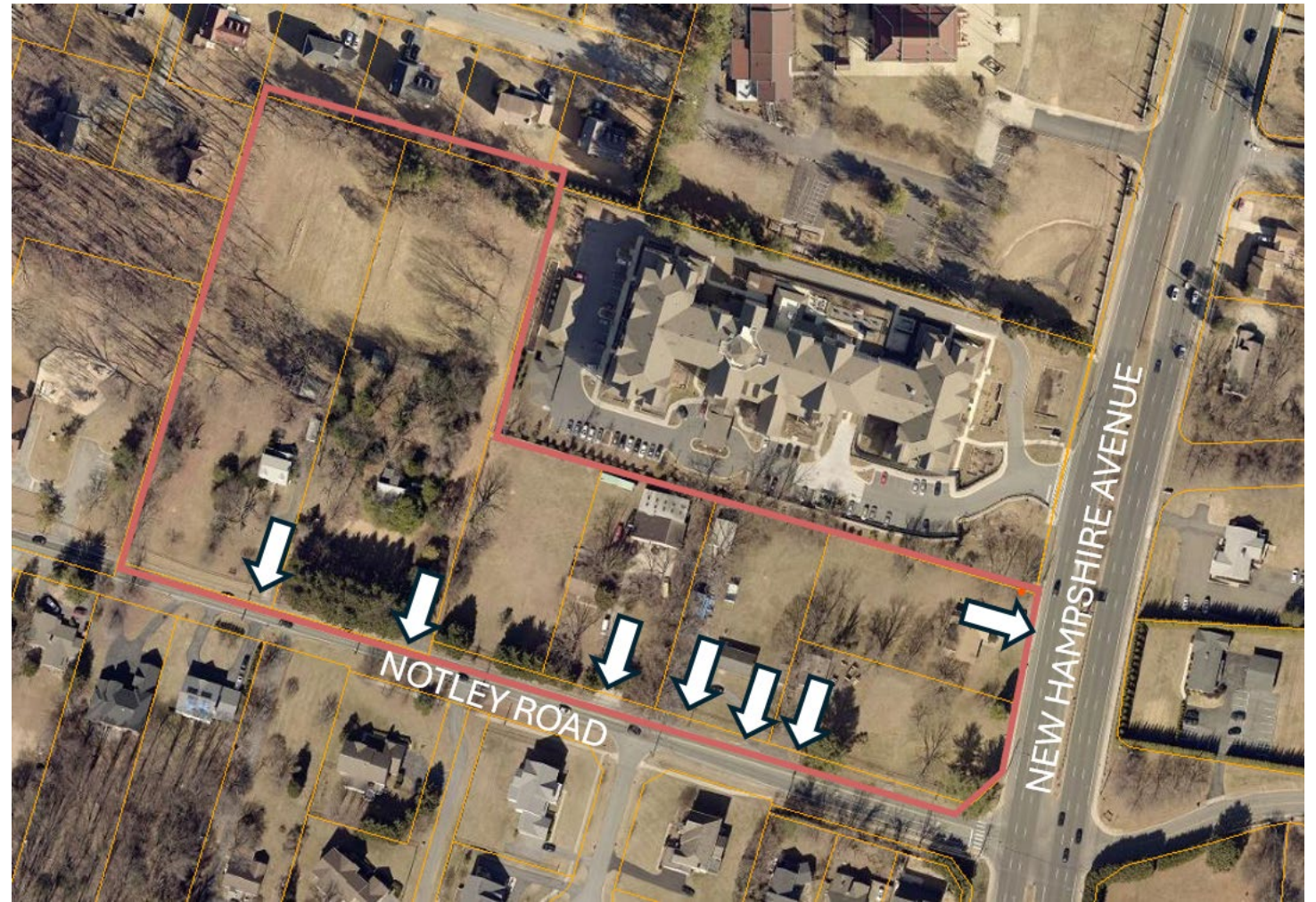
Prerequisites (Sec. 5.1.3.D.)

TRANSIT & INFRASTRUCTURE

At least 75% of the site is within ¼ mile of a Level 3, ½ mile of a Level 2, or ¾ mile of a Level 1 transit station/stop.	NO
The site has frontage on and vehicular, bicycle, and pedestrian access to at least 2 roads, at least one of which is nonresidential.	YES
The site is served by existing water and sewer infrastructure that will not require either an upgrade to the service line or installation of a pump station due to the proposed development.	YES
All signalized intersections within ¼ mile of the site boundary are operating below the applicable congestion standard.	YES
The project is age-restricted or senior housing, or if proposing development that may generate students, the site must not be in an area that is under moratorium due to school capacity or result in a school utilization rate greater than 120% because of the proposed development. For any site within 2 school clusters, only the portions of the site that satisfy this requirement can proceed.	YES

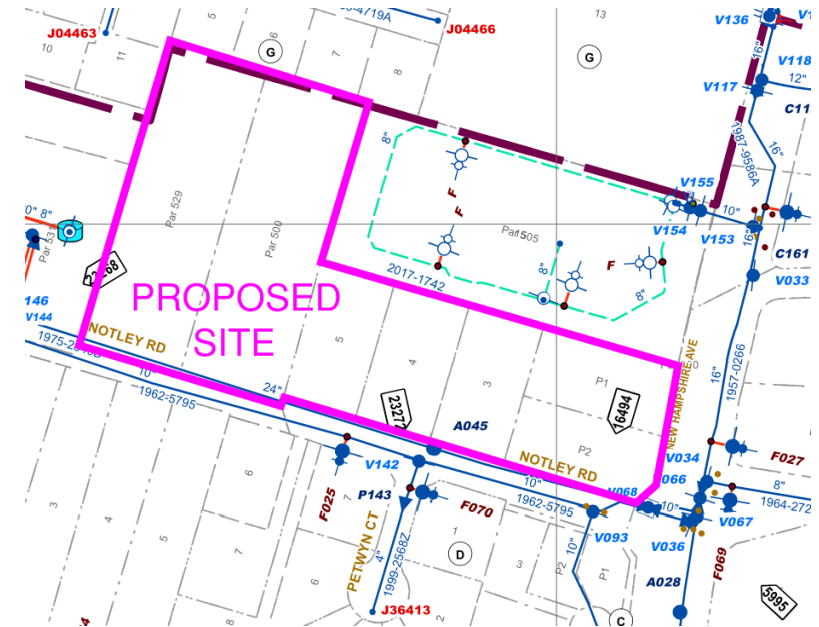
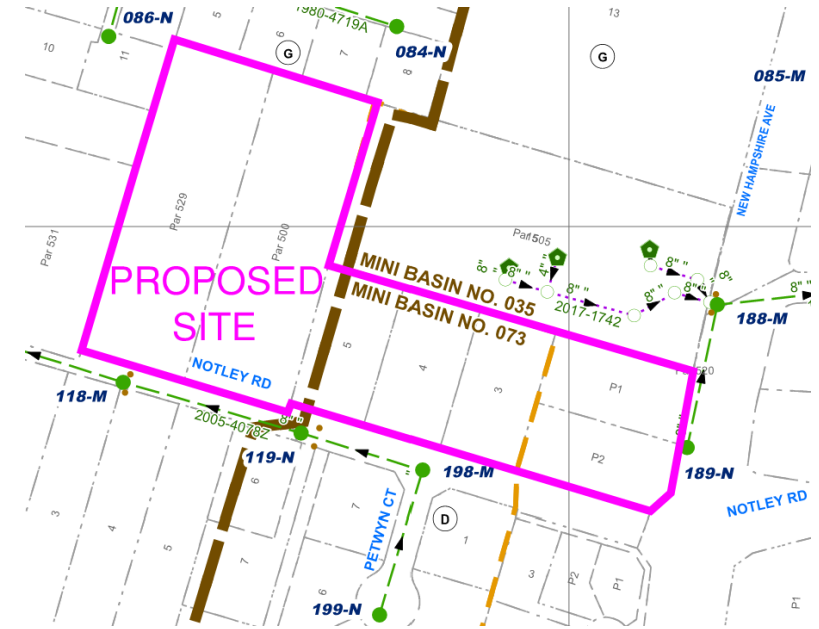
Frontage & Access

- The site has frontage on and vehicular, bicycle, and pedestrian access to at least 2 roads, at least one of which is nonresidential.
 - New Hampshire Avenue is nonresidential (per MPOHT 2025 Technical Update)
 - New Hampshire Avenue = Boulevard
 - Notley Road = Neighborhood Connector
 - Currently 1 vehicular access drive on New Hampshire Ave & 6 access drives on Notley Road



Infrastructure

- The site is served by existing water and sewer infrastructure that will not require either an upgrade to the service line or installation of a pump station due to the proposed development.
 - Existing, adjacent 8" sewer line is adequate for redevelopment; sewer will be gravity fed with no pump station needed.
 - Existing, adjacent 10" water line is adequate for redevelopment.



Signalized Intersection

- All studied intersections are operating below the applicable congestion standard.
- Only 1 Signalized intersection within ¼ mile: Midland Road & New Hampshire Avenue, which is operating below the applicable congestion standard.

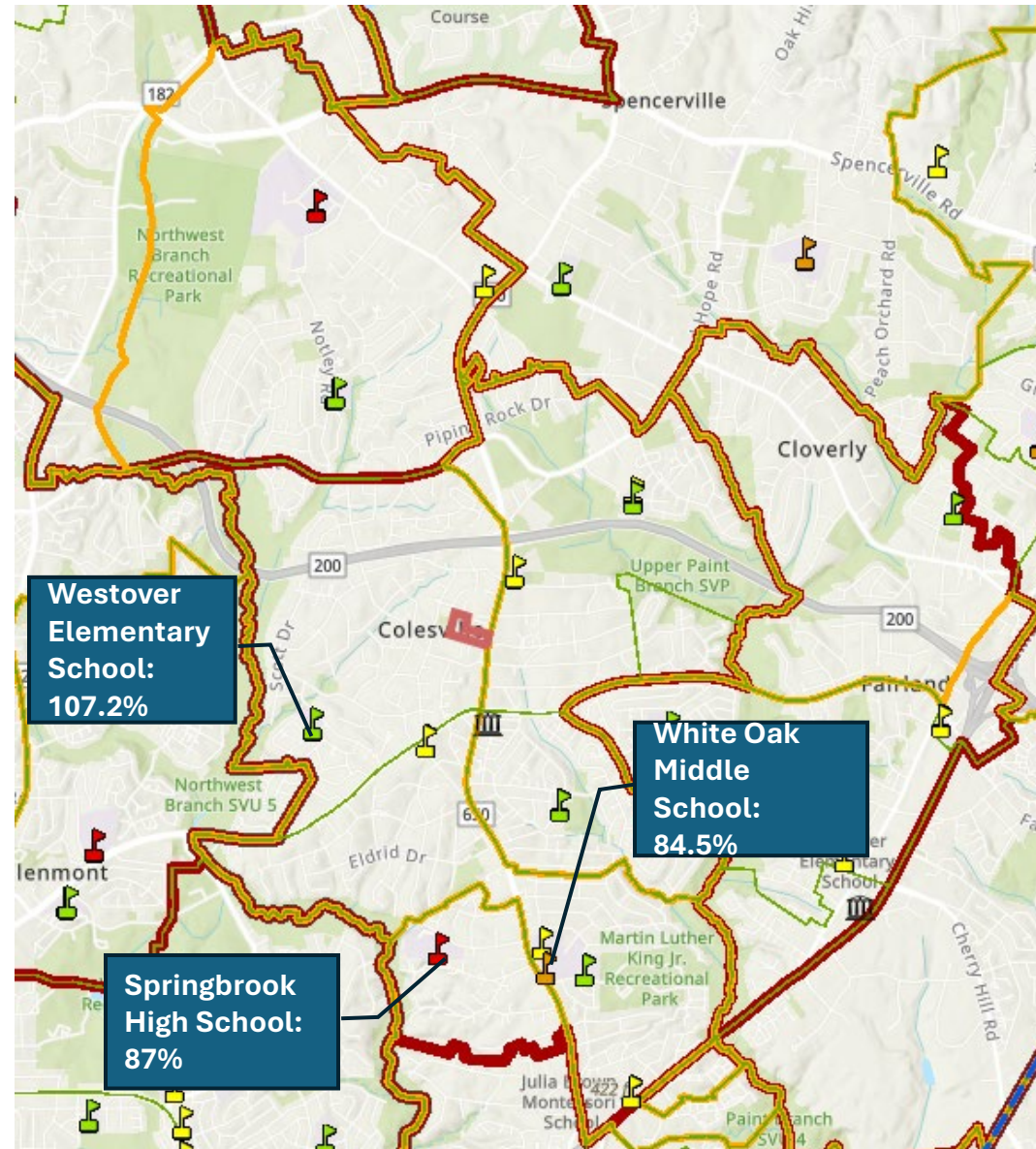


Table 1: CLV Results

Intersection	AM Peak Hour				PM Peak Hour			
	Existing and Background		Total Future		Existing and Background		Total Future	
	CLV	LOS	CLV	LOS	CLV	LOS	CLV	LOS
New Hampshire Avenue (MD 650) and Midland Road	957	A	966	A	1070	B	1078	B

Schools

- The project is age-restricted or senior housing, or if proposing development that may generate students, the site must not be in an area that is under moratorium due to school capacity or result in a school utilization rate greater than 120% because of the proposed development.
 - The project is not age-restricted
 - The project is not in an area under moratorium
 - The project will not result in a utilization rate of more than 120% at any school level (FY26 Annual School Test)



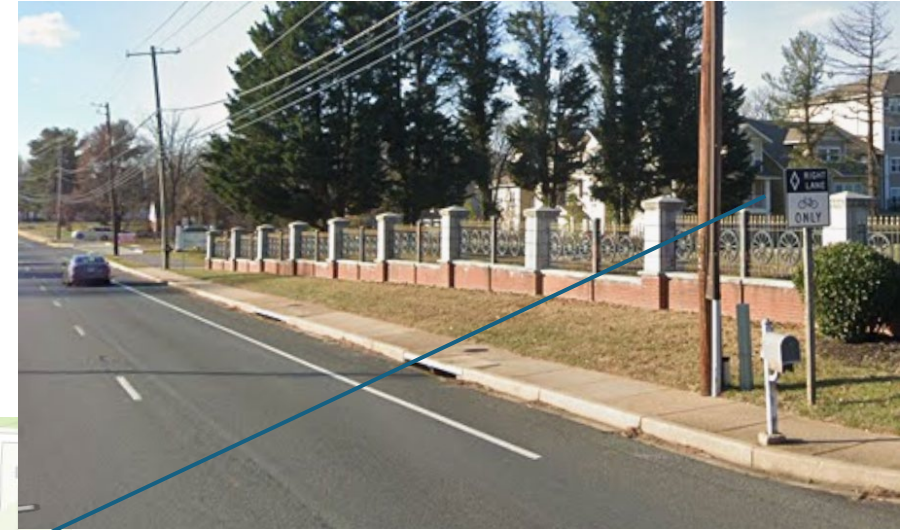
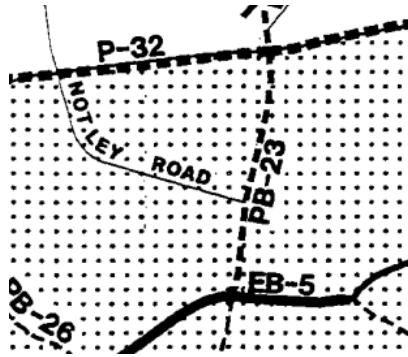
Prerequisites (Sec. 5.1.3.D.)

VICINITY & FACILITIES

The site is in a transitional location between property in an existing Residential Multi-Unit, Residential Townhouse, or non-Residential zone and property in a Residential Multi-Unit, Residential Townhouse, or Residential Detached zone.	NO
The site is adjacent to a bicyclist route that provides access to commercial services within 3 miles.	YES
The site is adjacent to a route that provides access to an existing or master-planned school within ½ mile.	YES
The site is adjacent to a pedestrian route that provides access to existing public park and recreation facilities that satisfy a minimum of 30% of the recreation demand under the Planning Board's Recreation Guidelines, as amended, within ¾ mile.	YES
The site is adjacent to a pedestrian route that provides access to an existing grocery store or County-permitted farmer's market within ¼ mile.	YES

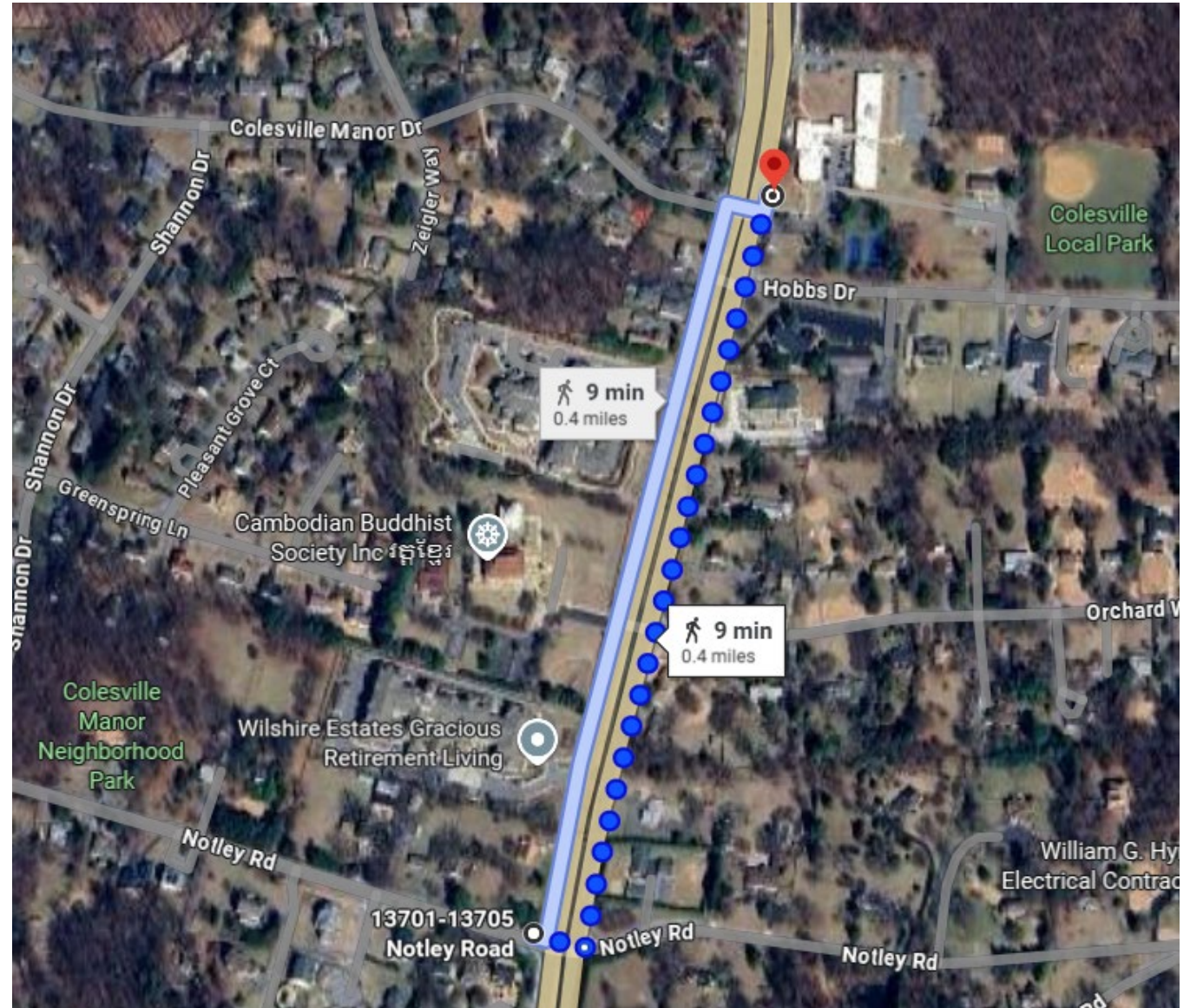
Bicyclist Route

- The site is adjacent to a bicyclist route that provides access to commercial services within 3 miles.
 - Existing: per 1997 Master Plan, signed bike path on shoulder from ICC to shopping center (PB-23)
 - Proposed & partially built under current Bicycle Master Plan: 11' sidepath



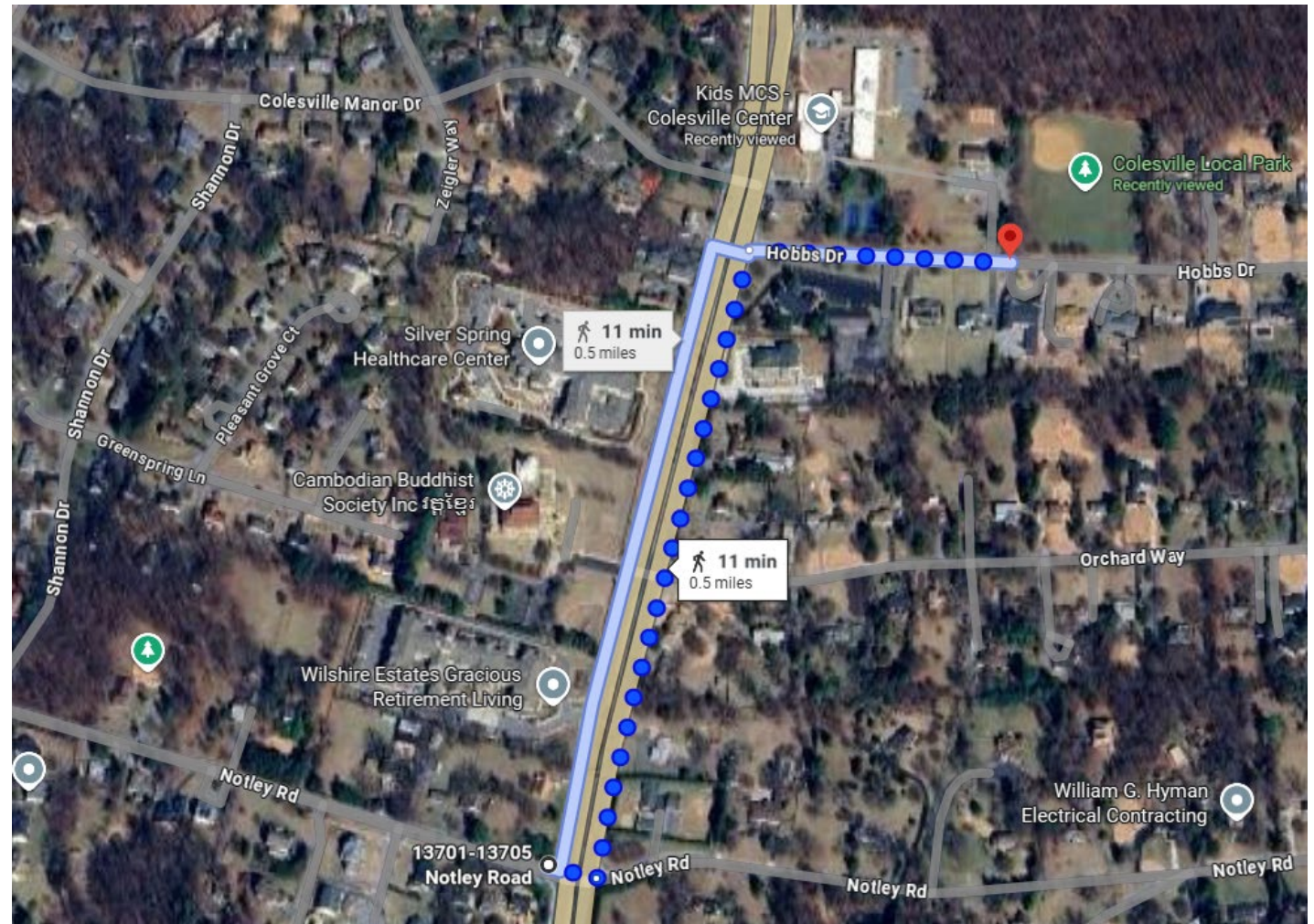
School Proximity

- The site is adjacent to a route that provides access to an existing or master-planned school within ½ mile.
 - The site is a 0.4-mile walk from the Kids MCS Colesville Center offering pre-K – 12 years programming and Casa De Montessori
 - Crossing of New Hampshire will be made safe with installation of new signal



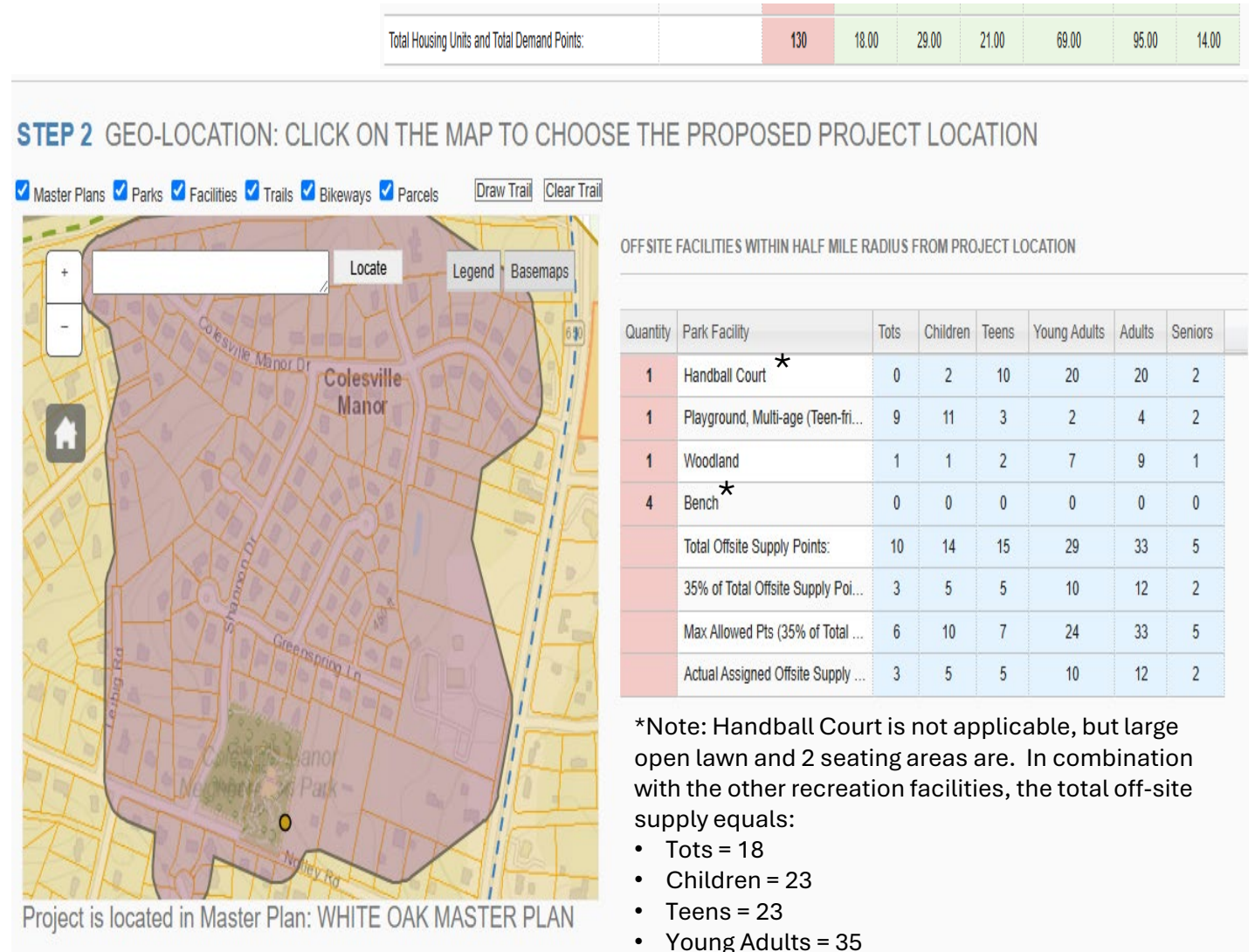
Recreation Facilities

- The site is adjacent to a pedestrian route that provides access to existing public park and recreation facilities that satisfy a minimum of 30% of the recreation demand under the Planning Board's Recreation Guidelines, as amended, within $\frac{3}{4}$ mile.
 - The site abuts the Colesville Manor Neighborhood Park, is within 0.5 miles of Colesville Local Park,
 - Together, these Parks have a 2 playgrounds, small multi-use field, baseball field, multi-use field, and 2 tennis courts
 - Per the MNCPPC Recreation Facilities Calculator (which only counts facilities within a $\frac{1}{2}$ -mile walkshed), the off-site recreation supply is more than 100% of the requirement for each age range



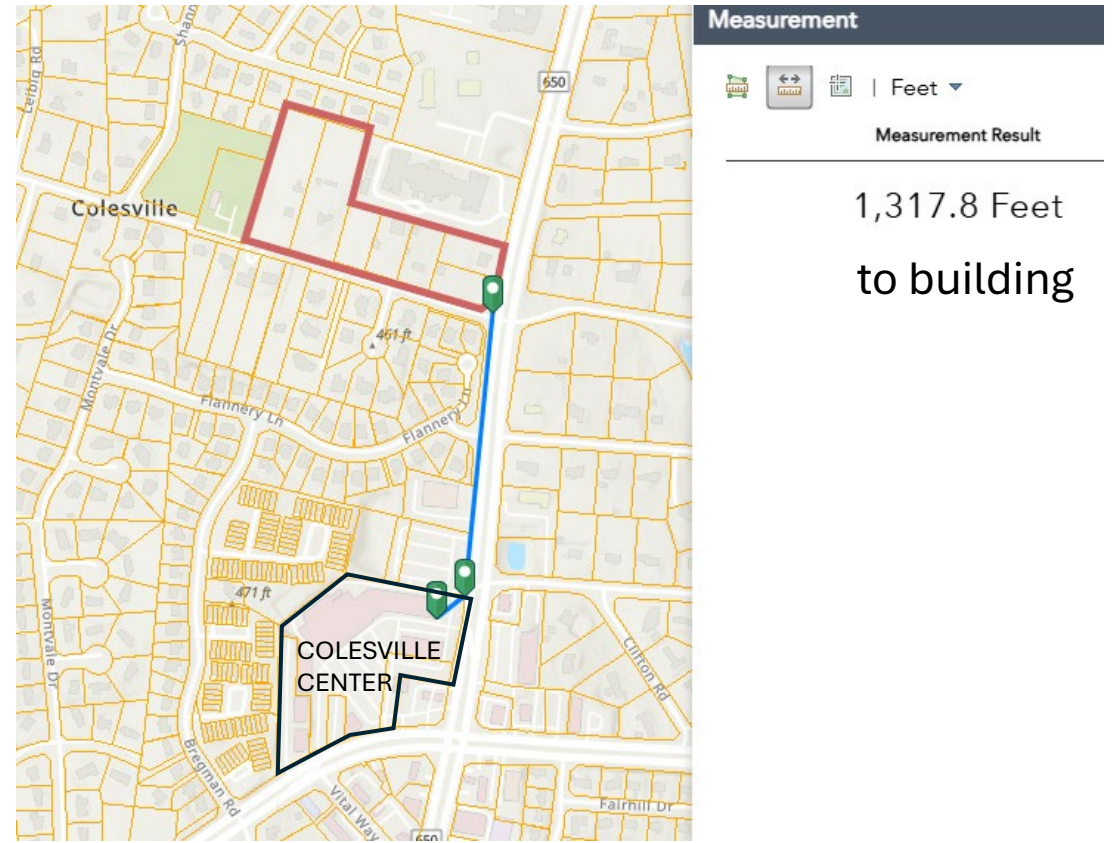
Recreation Facilities

- Colesville Manor, alone provides at least 30% of the recreation demand for the proposed redevelopment
 - Tots: $18/18 = 100\%$
 - Children: $23/29 = 79\%$
 - Teens: $23/21 = 110\%$
 - Young Adults: $35/69 = 51\%$
 - Adults: $34/95 = 36\%$
 - Seniors: $15/14 = 107\%$



Grocery Store

- The site is adjacent to a pedestrian route that provides access to an existing grocery store or County-permitted farmer's market within $\frac{1}{4}$ mile.
 - The Colesville Center is less than $\frac{1}{4}$ mile (1,320') from the site with a sidewalk along New Hampshire Avenue
 - Within the Colesville Center, along with other retail and restaurants, is a Giant grocery store



Prerequisites (Sec. 5.1.3.D.)

ENVIRONMENT & RESOURCES

The limits of disturbance for the development will not overlap any stream, floodplain, wetland, or environmental buffer or any slopes greater than 25% or slopes greater than 15% where erodible soils are present.	YES
The site does not contain any forest or, if forest is present, the limits of disturbance for the development will not reduce the forest cover to less than an area of 10,000 square feet and width of 35 feet at any point.	YES
The site does not contain any rare, threatened, or endangered species or critical habitats listed by the Maryland Department of Natural Resources.	YES
The site is on land containing contaminated soils and is developed in conjunction with an environmental Voluntary Cleanup Program under the Maryland Department of Environmental Protection.	NO
The site is currently developed with more than 75% impermeable surfaces, including paving and roofed-structures, and does not currently provide stormwater management meeting the standards applicable on the date of filing.	NO

- Per the approved NRI, there are no streams, floodplains, wetlands, buffers, or slopes greater than 25%
- There are no erodible soils present

- The site does not contain any forest or, if forest is present, the limits of disturbance for the development will not reduce the forest cover to less than an area of 10,000 square feet and width of 35 feet at any point.
 - Per the approved NRI, there is no forest present on site

Endangered Species & Habitats

- The site does not contain any rare, threatened, or endangered species or critical habitats listed by the Maryland Department of Natural Resources.
 - Per MD Department of Natural Resources there are no records of RTE plant or animal species or habitats
 - No RTEs or critical habitats were found during the site evaluation for the NRI



March 11, 2025

Mr. Ron Sumangil
VIKA Maryland, LLC
20251 Century Boulevard
Suite 400
Germantown, MD 20874

RE: Environmental Review for 13704 New Hampshire Avenue, 13707, 13711, 13715, 13719, 13727, and 13733 Notley Road, Silver Spring - VIKa Job No. VM50728A, Montgomery County, Maryland.

Dear Mr. Sumangil:

The Wildlife and Heritage Service has no official records for State or Federal listed, candidate, proposed, or rare plant or animal species within the project area shown on the map provided. As a result, we have no specific concerns regarding potential impacts to such species or recommendations for protection measures at this time. If the project changes in the future such that the limits of proposed disturbance or overall site boundaries are modified, please provide us with revised project maps and we will provide you with an updated evaluation.

Thank you for allowing us the opportunity to review this project. If you should have any further questions regarding this information, please contact me at lori.byrne@maryland.gov or at (410) 260-8573.

Sincerely,

Lori A. Byrne,
Environmental Review Coordinator
Wildlife and Heritage Service
MD Dept. of Natural Resources

ER# 2025.0415.mo

Height and Setback Compatibility (Exhibit ____)

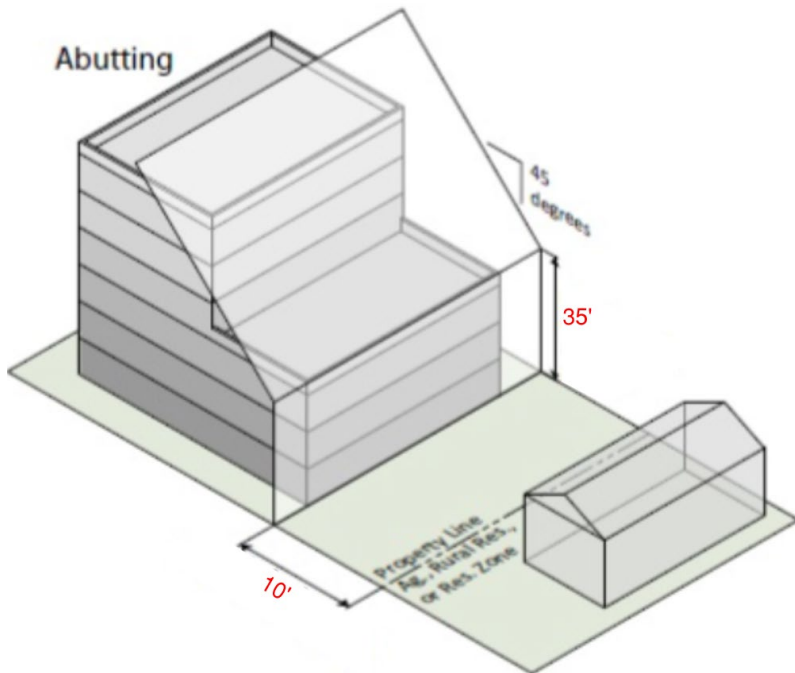
Abutting Property Height Compatibility

Section 4.1.8.A. Setback Compatibility

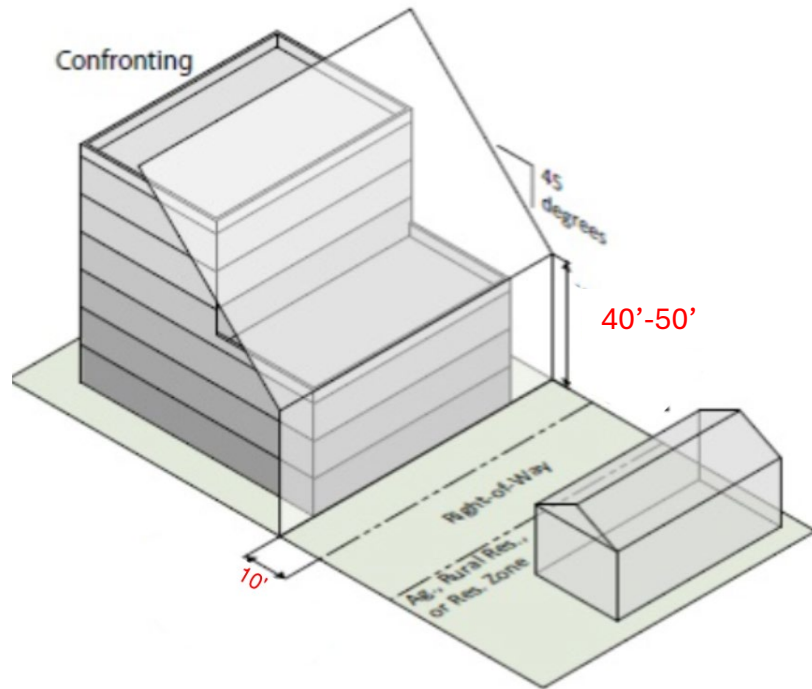
1. Applicability
 - a. [Does not apply for townhouse building type abutting Residential Detached Zone.]
 - b. On a property in a ... Commercial/Residential ...zone for which Section 4.1.8.A.1.a does not apply, the minimum side and rear setbacks are equal to the setbacks required for "Side setback, abutting all other zones" and "Rear setback, abutting all other zones" in the applicable standard method development standards tables in Division 4.4 through Division 4.8.

Section 4.1.8.B. Height Compatibility

1. Applicability [Applies to any building type in a Floating Zone abutting a Residential Detached Zone.]
2. Height Restrictions
 - a. When the subject property abuts a property in an Agricultural, Rural Residential, Residential Detached, or Residential Townhouse zone that is vacant or improved with an agricultural or residential use, any structure may not protrude beyond a 45 degree angular plane projecting over the subject property, measured from a height equal to the height allowed for a detached house in the abutting zone at the setback line determined by Section 4.1.8.A. [10' under 4.5.3.C.3]
 - b. When the subject property confronts



Confronting Property Height Compatibility



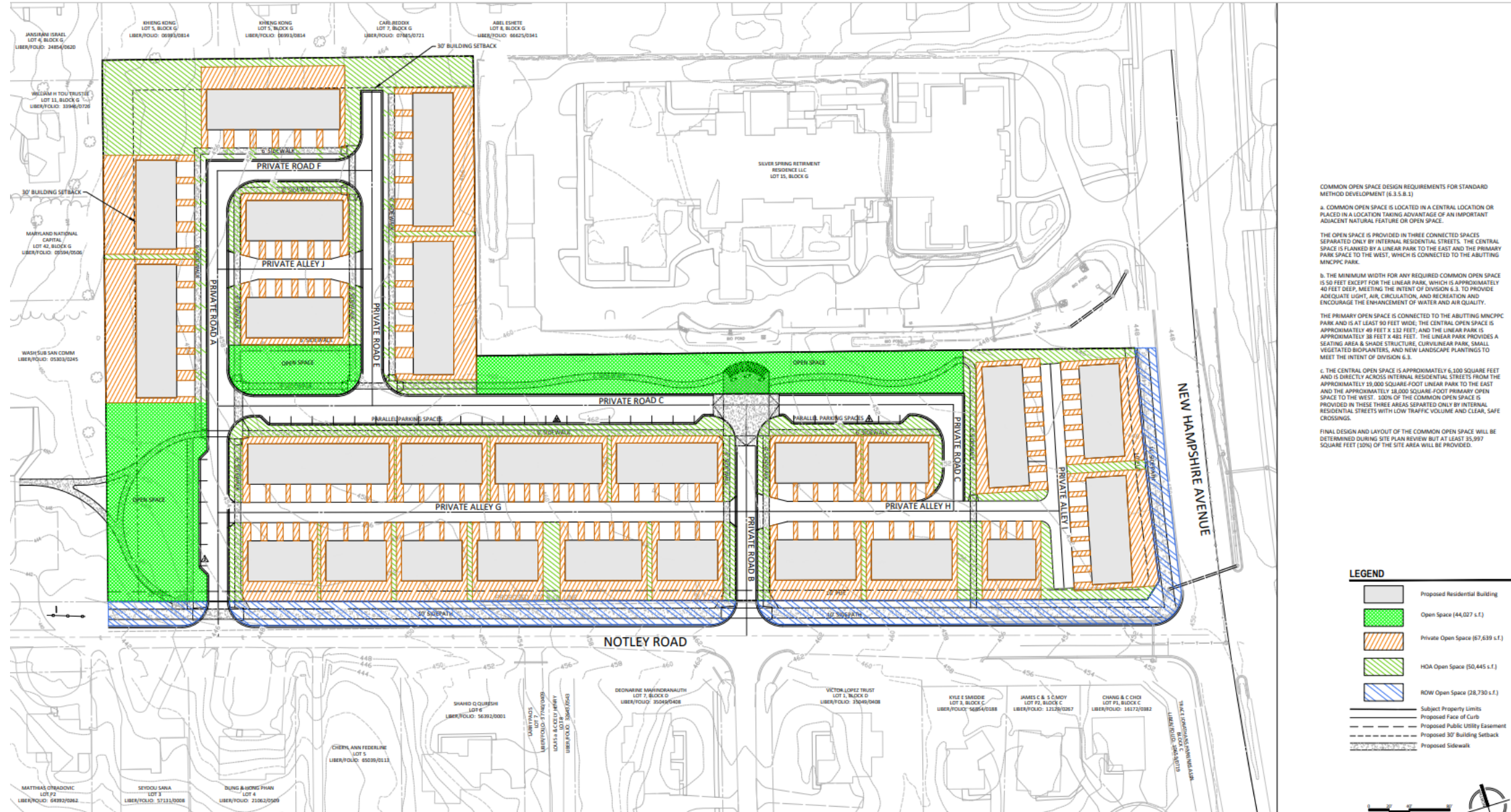
Section 4.1.8.A. Setback Compatibility

1. Applicability
 - a. [Does not apply for townhouse building type abutting Residential Detached Zone.]
 - b. On a property in a ... Commercial/Residential ...zone for which Section 4.1.8.A.1.a does not apply, the minimum side and rear setbacks are equal to the setbacks required for "Side setback, abutting all other zones" and "Rear setback, abutting all other zones" in the applicable standard method development standards tables in Division 4.4 through Division 4.8.

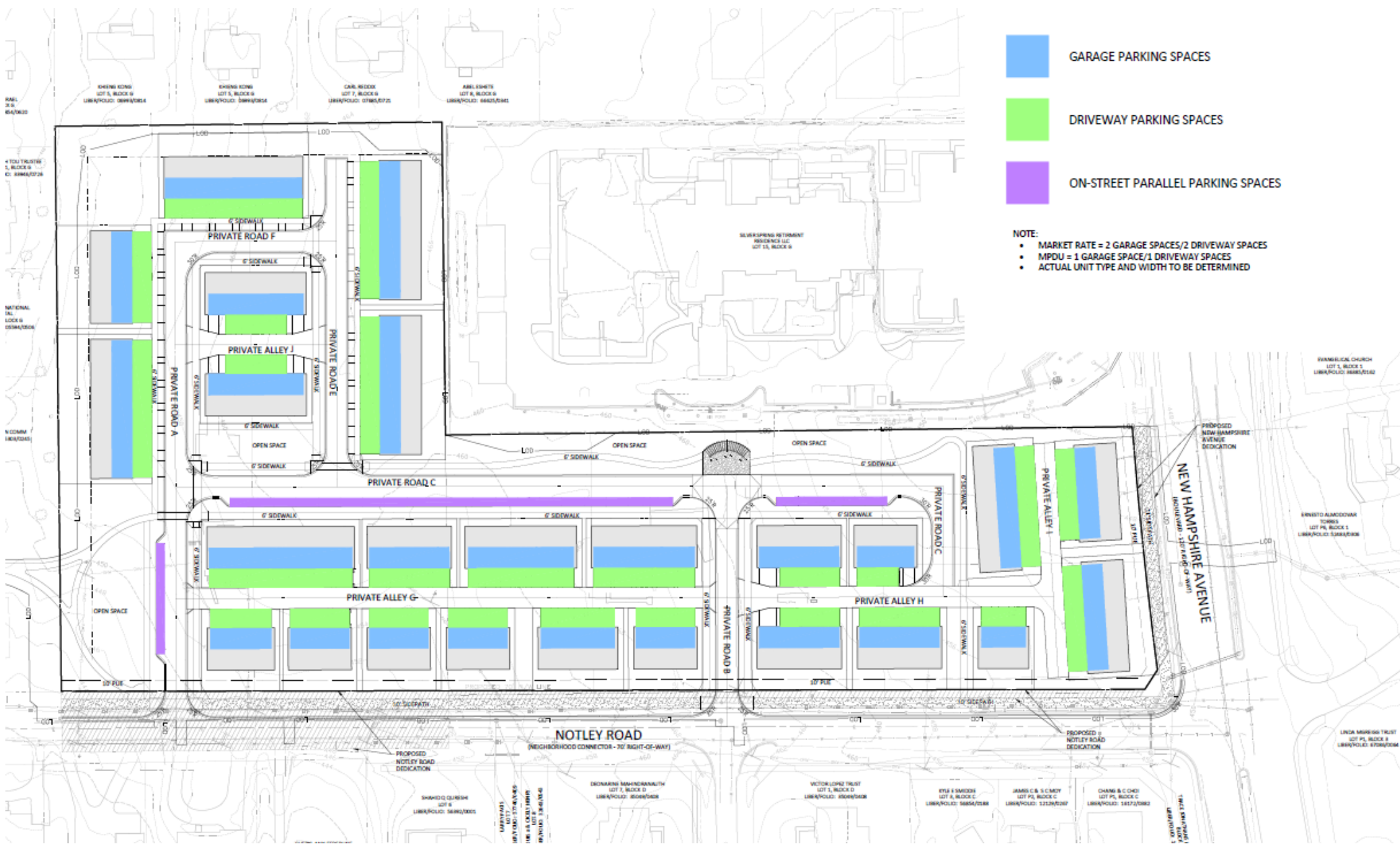
Section 4.1.8.B. Height Compatibility

1. Applicability [Applies to any building type in a Floating Zone abutting a Residential Detached Zone.]
2. Height Restrictions
 - a. When the subject property abuts....
 - b. When the subject property confronts a property in an Agricultural, Rural Residential, Residential Detached, or Residential Townhouse zone that is vacant or improved with an agricultural or residential use, any structure may not protrude beyond a 45 degree angular plane projecting over the subject property, measured from a height equal to the height allowed for a detached house in the confronting zone at the front or side street setback line determined under Article 59-4.

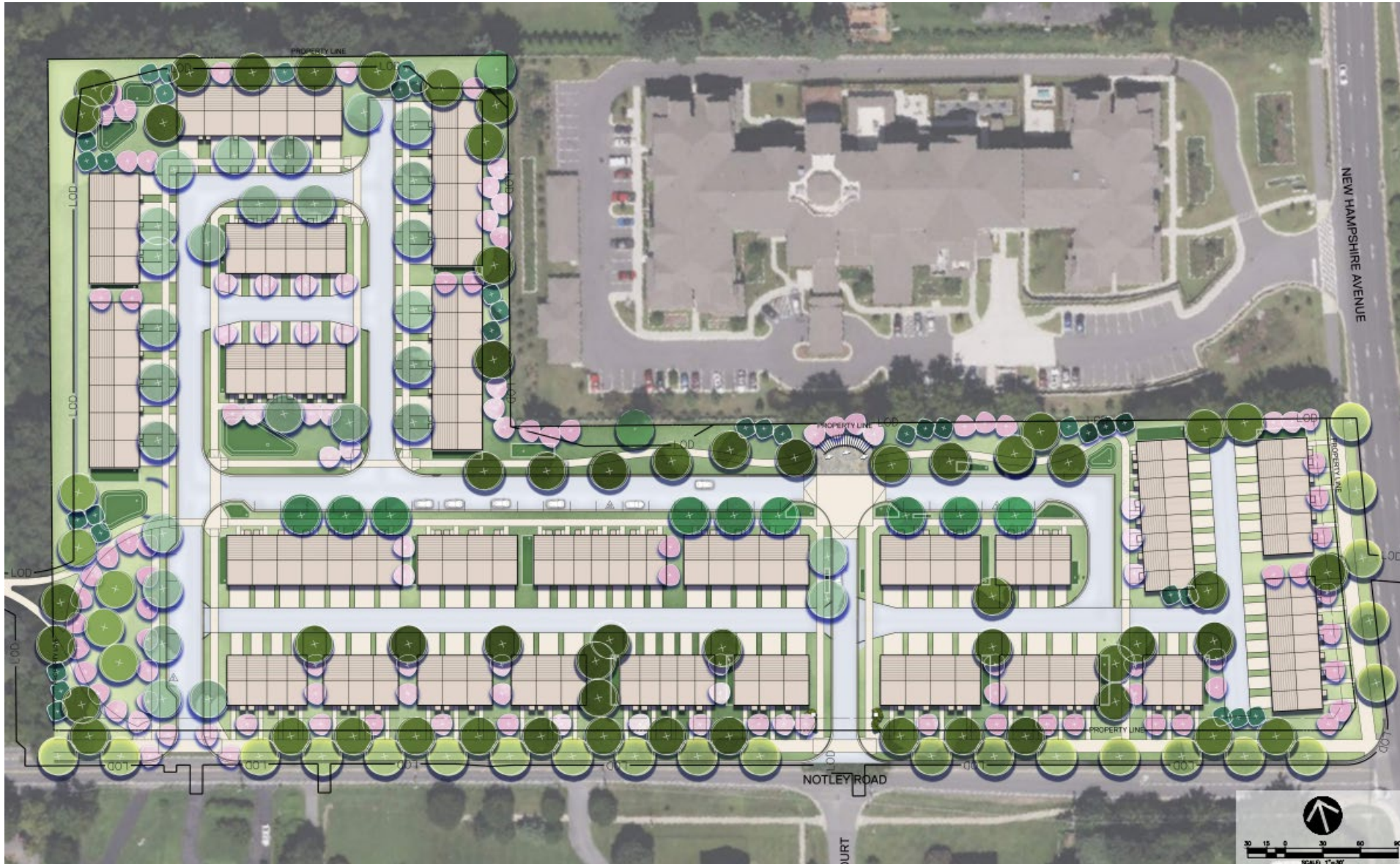
Green Cover Exhibit (Exhibit ____)



More than Adequate Parking On-Site (Exhibit __)



Updated Conceptual Layout Plan (Exhibit ____)

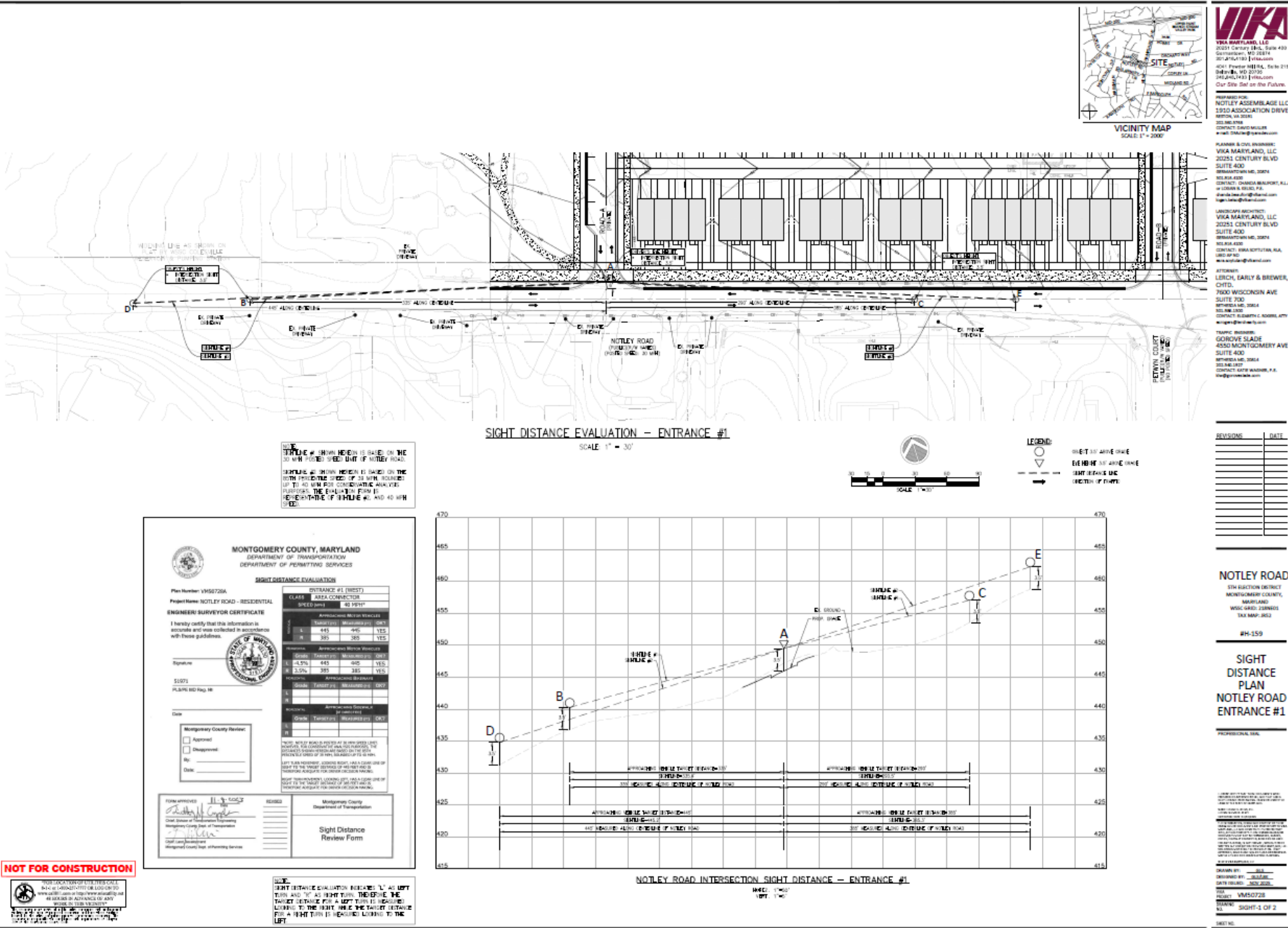


For Illustrative Purposes Only

Existing Access (Exhibit ____)



Sight Distance (Exhibit ____)



VIA MARYLAND, LLC
2001 Century Blvd, Suite 400
Gaithersburg, MD 20878
301.474.1100 | via.com
4011 FORTER HILL, Suite 210
Gaithersburg, MD 20878
301.474.1100 | via.com
Our Site Set as the Future.

PREPARED FOR:
NOTLEY ASSEMBLY LLC
1550 ASSOCIATION DRIVE
BETHESDA, VA 20814
202.462.4700
CONTACT: DAVID MULLER
david.muller@notley.com

PLANNER & CIVIL ENGINEER:
VIA MARYLAND, LLC
2001 CENTURY BLVD
SUITE 400
BETHESDA, MD 20814
NOTLEY ASSEMBLY
CONTACT: CHANDRA WILSON, P.E.
chandra.wilson@via.com
http://www.via.com

LANDSCAPE ARCHITECT:
VIA MARYLAND, LLC
2001 CENTURY BLVD
SUITE 400
BETHESDA, MD 20814
NOTLEY ASSEMBLY
CONTACT: VIKAS KOTHIYAL, P.E.
vikas.kothiyal@via.com
http://www.via.com

ATTORNEY:
LEITCH, EARLY & BREWER,
CITIZEN
7800 WISCONSIN AVE
SUITE 700
BETHESDA, MD 20814
301.462.1000
CONTACT: BILLY C. ROBERTS, ATTORNEY
billy@leitchlaw.com

TRUCK ENGINEER:
GORVIE SLADE
4550 MONTGOMERY AVE
SUITE 400
BETHESDA, MD 20814
301.462.1000
CONTACT: KATHY WASHBURN, P.E.
kathy@slade.com

REVISIONS	DATE

NOTLEY ROAD
SIN ELECTION DISTRICT
MONTGOMERY COUNTY,
MARYLAND
WISCONSIN CORRIDOR
TAX MAP 3632

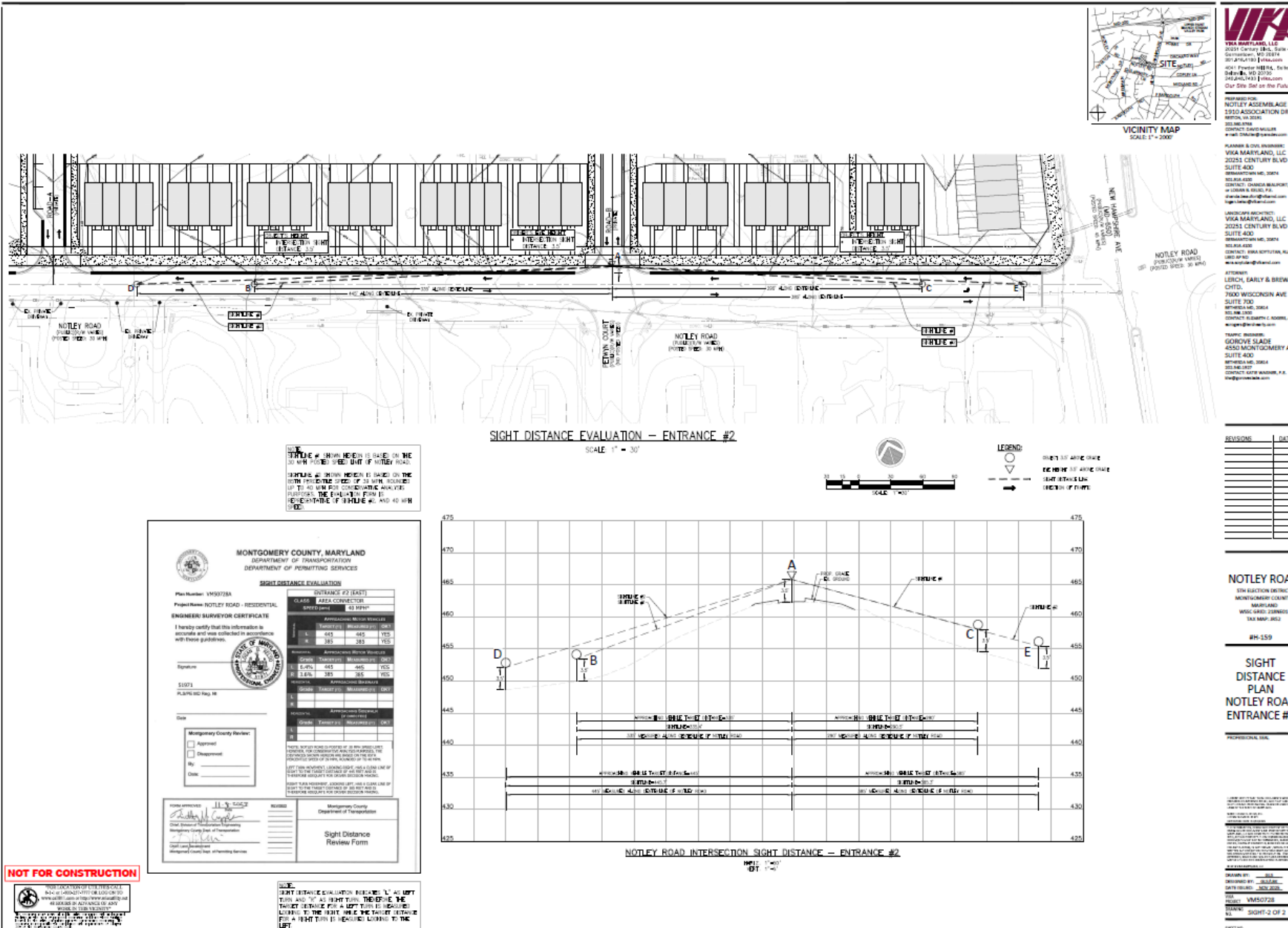
WH-159

SIGHT DISTANCE PLAN
NOTLEY ROAD
ENTRANCE #1

PROFESSIONAL SEAL

DATE: 01/11/2024
DRAWN BY: J. J. J. J.
CHECKED BY: J. J. J. J.
DATE: 01/11/2024
PROJECT: VMS0728
SHEET: SIGHT-1 OF 2

THE LOCATION OF UTILITIES CALL
811 or 1-800-221-NITTY OR LOG ON TO
www.call811.com or <http://www.accessibility.net>
FOR SERVICES IN ADVANCE OF ANY
WORK IN THIS VICINITY



Water/Sewer (Exhibit ____)

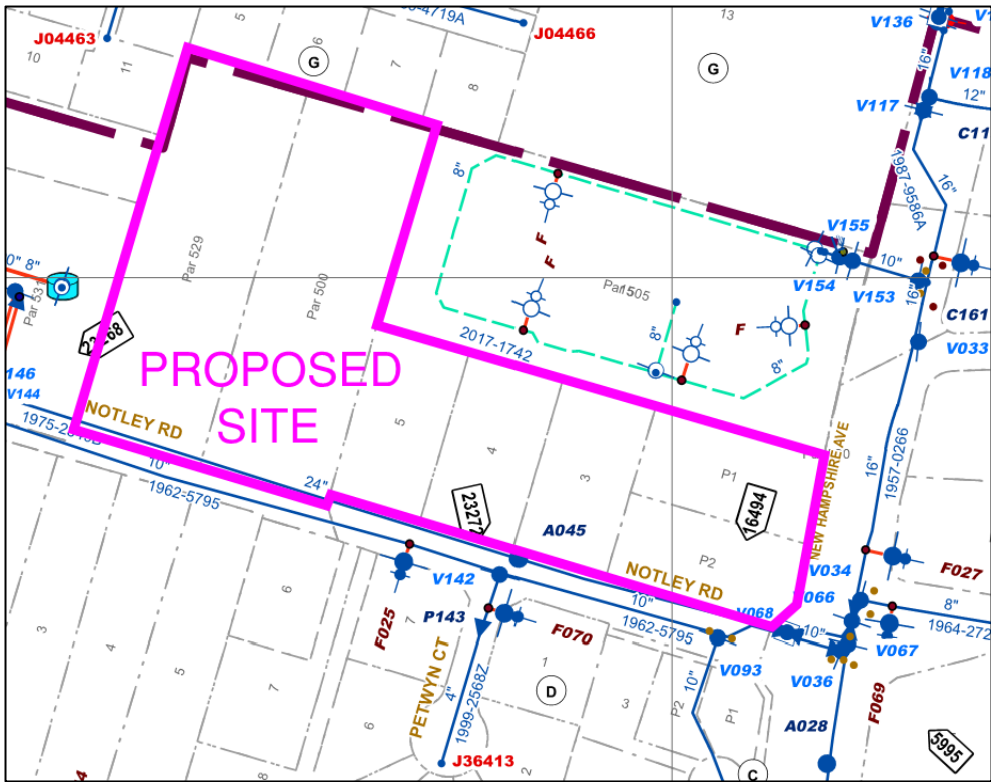
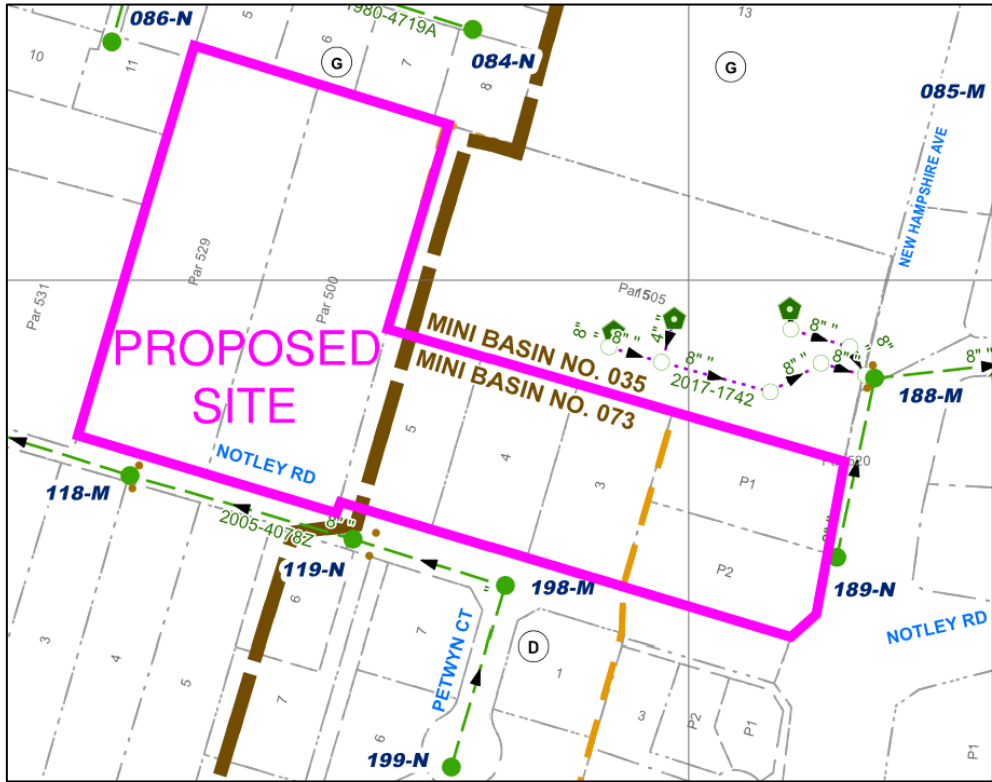


Exhibit 45
OZAH Case No: H-159



4041 Powder Mill Rd., Suite
Dellview, MD 20705
246.848.7400 | VIRAS.com
Our Skin Set on the Face

PREPARED FOR:
NO TLEY ASSEMBLY CO.
1910 ASSOCIATION DRIVE
RESTON, VA 20190
TEL: 703.440.5040
CONTACT: EUGENIE MALLON
e-mail: Oak.Norbury@nec.com

FLANNERY & CIVIL, INCORPORATED
VIRIA MARYLAND, LLC
20251 CENTURY BLVD
SUITE 400
SEEMINGTOWN MD, 20686
800.368.8000
CONTACT: OLIVIA BEAN FORT, P.E.
or LORNA B. HEDDO, P.E.
bbean@viria.com
410.414.5075

LANDSCAPE ARCHITECT
VIBA MARYLAND, LLC
20253 CENTURY BLVD
SUITE 400
GERMANTOWN MD 20876
301.994.4200
CONTACT: CHRISCHYZAL, AIA
LEED AP BD
cschyzal@viba.com

ATTORNEY:
LERCH, EARLY & BREWER
CHT,
7600 WISCONSIN AVE
SUITE 700
BETHESDA MD, 20814
301.996.1400
CONTACT: B. DORRIS L. HARRIS, JR.
ewsp@lerchearly.com

THOMAS L. BRADSHAW
GROVE SLADE
4550 MONTGOMERY AVE.
SUITE 400
BETHESDA, MD 20814
TEL: 301.348.1107
CONTACT: GARY WOODS, P.E.
E: gws@groveslade.com

[illegible]

NOTLEY ROAD
5TH ELECTION DISTRICT
MONTGOMERY COUNTY,
MARYLAND
WSSC GRID: 23BN01
TAX MAP: 1802

MH-159

SCHEMATIC
STORMWATER
MANAGEMENT
LAYOUT

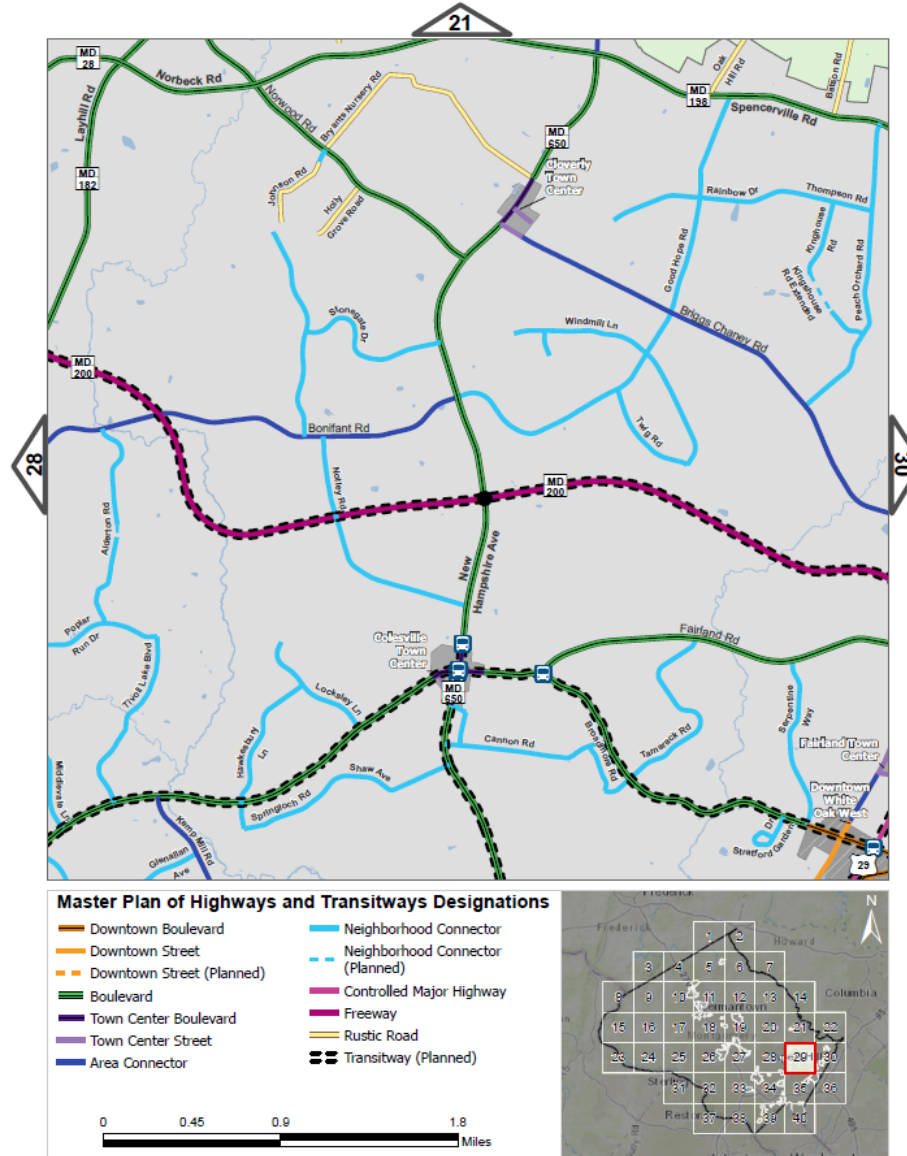
PROFESSIONAL SEAL



Existing Access (Exhibit ____)



Master Plan of Highways Classification and Complete Streets Definition (Exhibit _____)



E. Boulevards

Boulevards are critical roadways that typically connect employment and entertainment centers, civic, commercial, and institutional land uses and may also provide cross-county and regional connections. Some buildings are positioned close to the street, while others are set back. These streets are currently dominated by motor vehicle traffic and have less pedestrian and bicycle activity compared to Downtown Streets and Downtown Boulevards; however, much of the walking on these streets is to access frequent transit service. Layby areas include on-street pick-up / drop-off areas limited to specific private use, as well as loop driveways serving private uses and requiring two access points. Layby areas are heavily discouraged as these configurations reduce pedestrian space and increase potential conflict between transit and other vehicles, pedestrians, and bicyclists. Street design for Boulevards emphasizes safety for pedestrians and bicyclists by managing vehicle speeds, improving access management, and providing comfortable and continuous sidewalks and bikeways, frequent opportunities for pedestrians and bicyclists to safely cross the street, and separation from high speeds and volumes of traffic.

Key Features:

- » **Development intensity:** Moderate to low-intensity mixed-use, retail, or residential development
- » **Pedestrian and bicycle activity:** Moderate
- » **Vehicle activity:** Moderate to high volume of personal vehicles
- » **Transit service:** Frequent
- » **On-street parking:** Uncommon, though provided in some instances
- » **Other key features:** Infrequent driveways, street trees

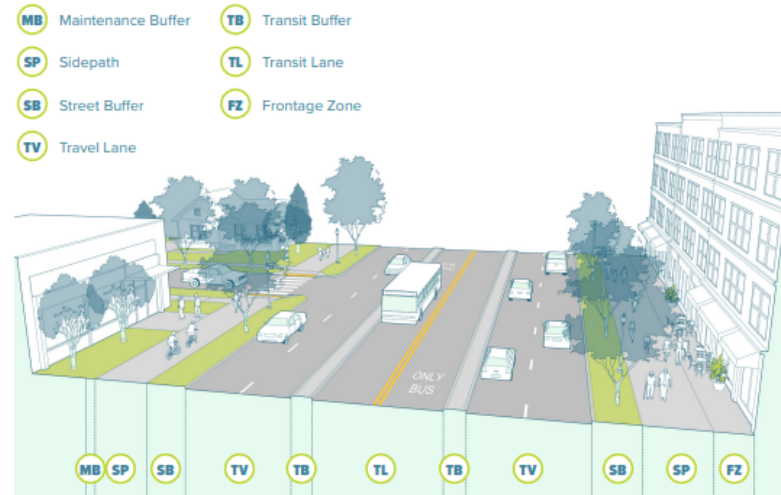
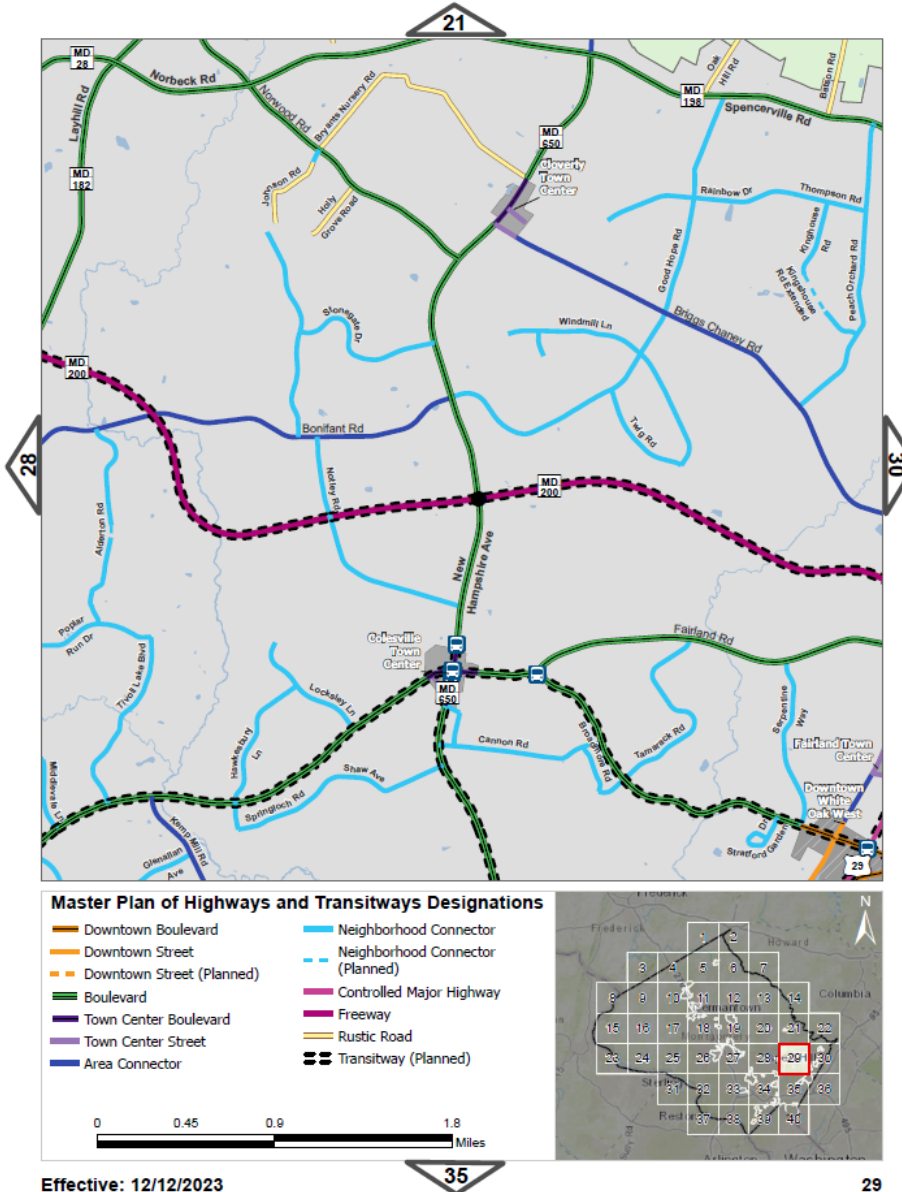


Figure 2-42. Boulevard

Master Plan of Highways Classification and Complete Streets Definition (Exhibit _____)



G. Neighborhood Connectors

Neighborhood Connectors are residential through streets. While the land uses are predominately medium- or low-intensity residential development, some businesses may be present. Development is typically set back from the street. These streets have longer block lengths and often serve longer-distance travel compared to Neighborhood Streets and Neighborhood Yield Streets. Neighborhood Connectors are important connections for motor vehicles, but also have a strong need to accommodate and encourage pedestrian and bicycle activity. These streets often have bus stops and are key routes in the transit network. Street design for Neighborhood Connectors should focus on reducing vehicle speeds, implementing safe crossings, and providing street lighting, sidewalks and bikeways.

Key Features:

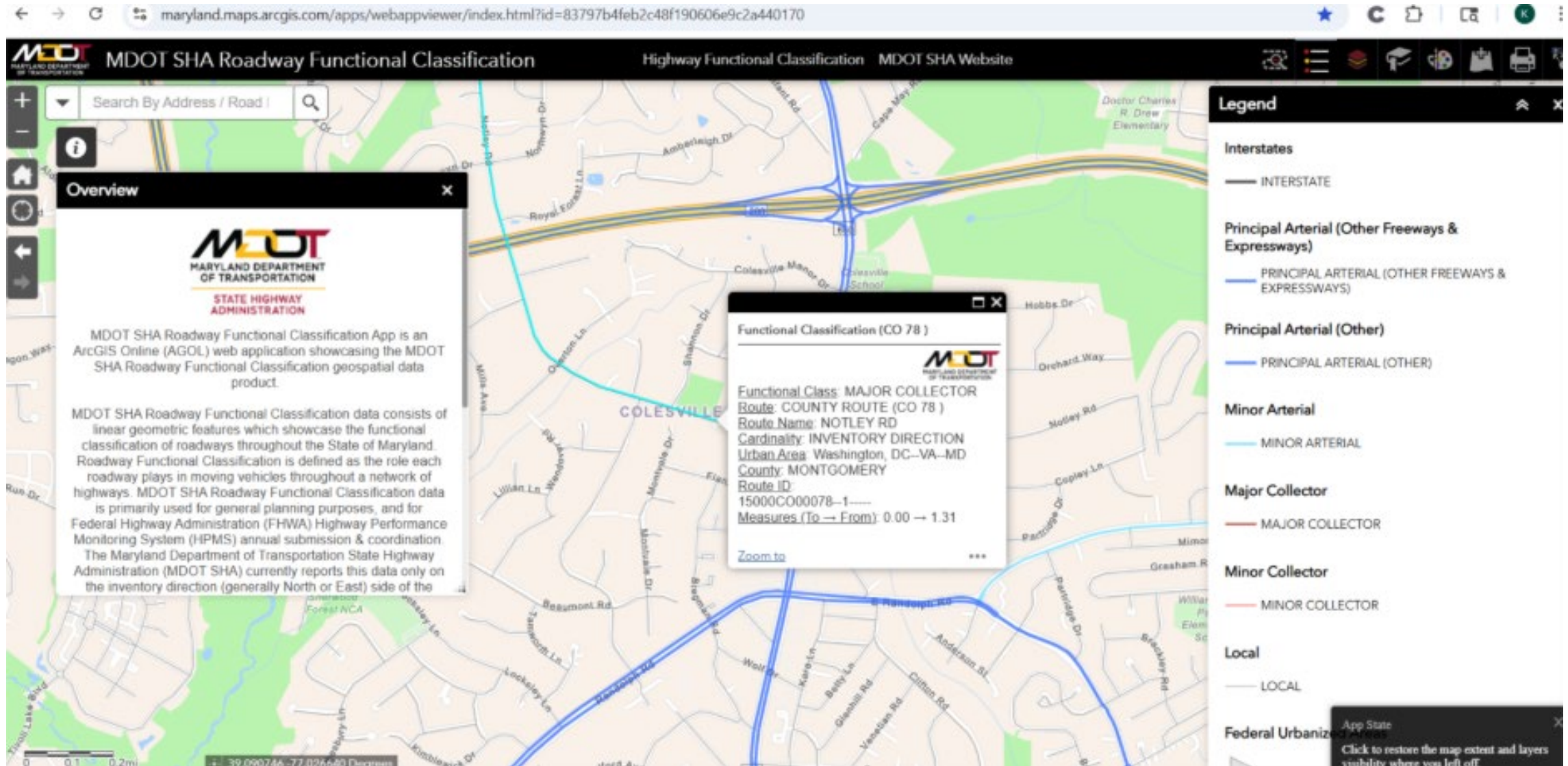
- » **Development intensity:** Moderate- to low-intensity development, primarily residential
- » **Pedestrian and bicycle activity:** Moderate
- » **Vehicle activity:** Moderate volume of personal vehicles
- » **Transit service:** Moderate to frequent
- » **On-street parking:** Provided in some locations, where feasible
- » **Other key features:** Moderate frequency of driveways, street trees

- MB Maintenance Buffer
- SP Sidewalk
- SB Street Buffer
- TV Travel Lane
- SW Sidewalk



Figure 2-56. Neighborhood Connector

SHA Classification (Exhibit ____)



Trip Generation Summary (Excerpt from Exhibit _____)

Table 3: Trip Generation Summary

Land Use	Size	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Existing Trip Generation								
Single-Family Detached Housing	5 du	1 veh/hr	3 veh/hr	4 veh/hr	3 veh/hr	2 veh/hr	5 veh/hr	51 veh
Proposed Trip Generation								
Single-Family Attached Housing	135 du	13 veh/hr	39 veh/hr	52 veh/hr	36 veh/hr	26 veh/hr	62 veh/hr	782 veh
Net Trip Generation		12 veh/hr	36 veh/hr	48 veh/hr	33 veh/hr	24 veh/hr	57 veh/hr	731 veh

Study Intersection Map (Excerpt Exhibit _____)



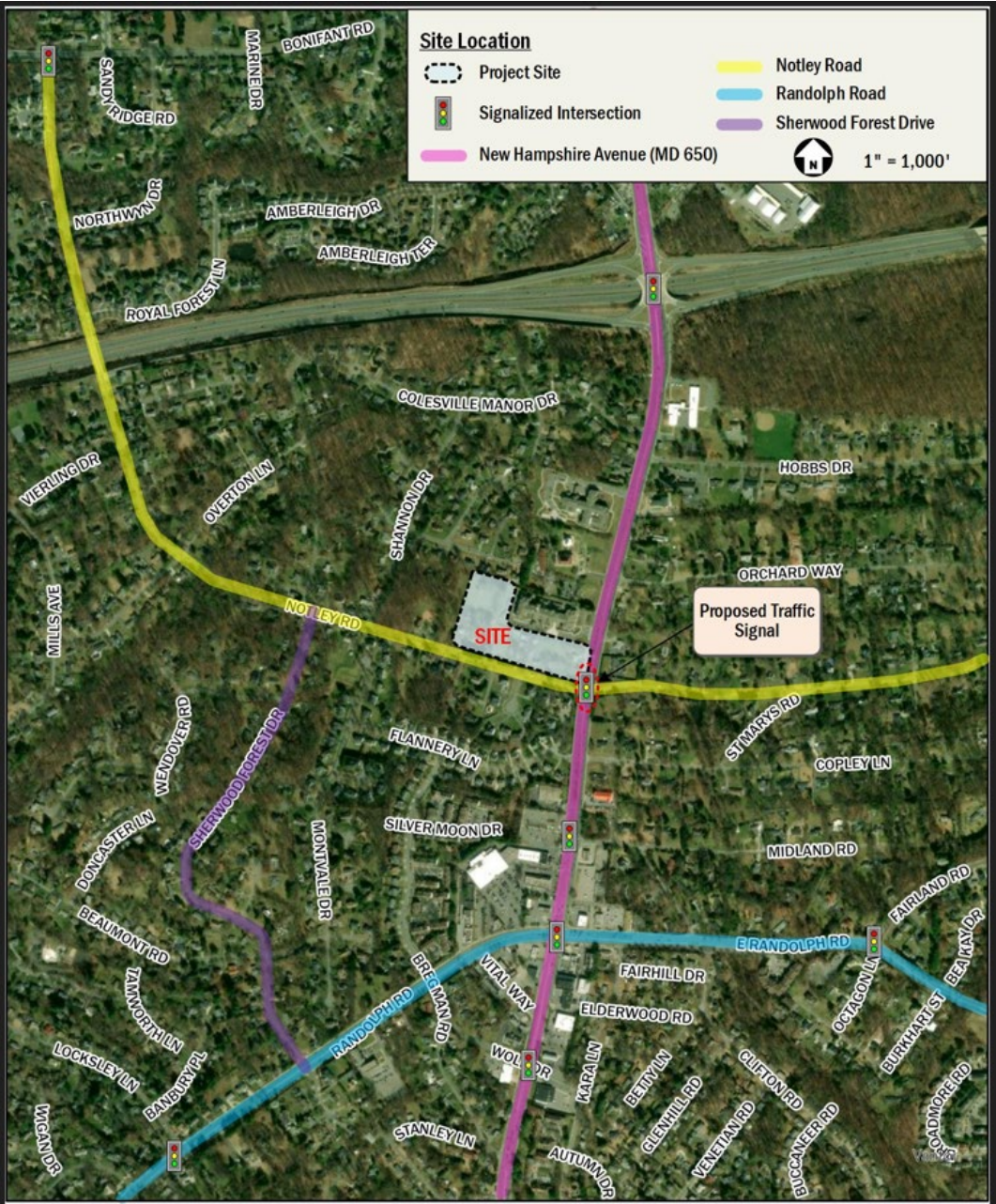
Figure 6: Study Intersections

CLV Table (Excerpt from Exhibit ____)

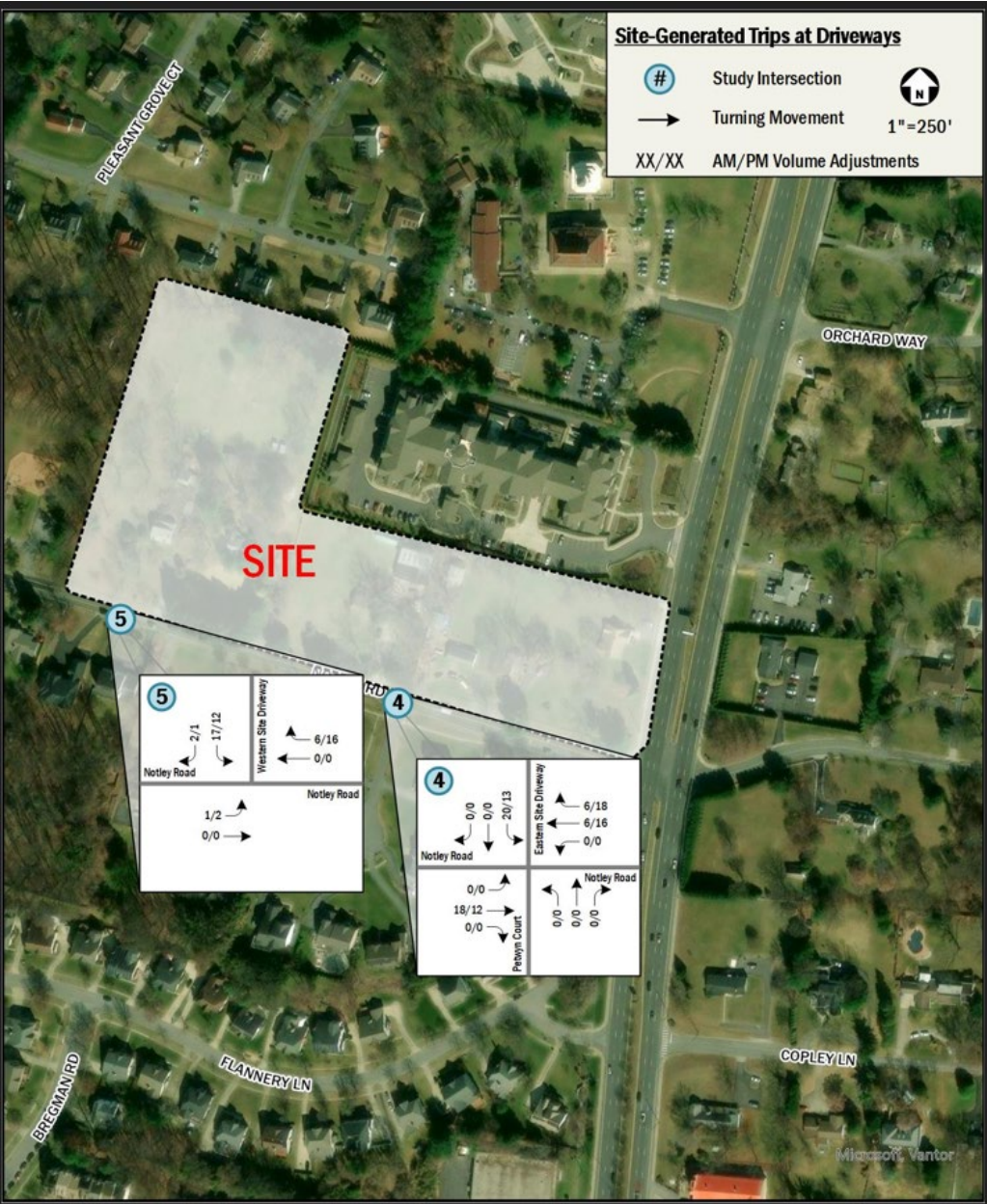
Table 6: Intersection CLV Delay Results

AM Peak Hour		Existing (2025) and Background (2030)		Total Future (2030)		CLV Triggers HCM?
Intersection		CLV	LOS	CLV	LOS	
1.	New Hampshire Ave (MD650) / ICC MD 200	919	A	923	A	N
2.	New Hampshire Ave (MD650) / Notley Road	1165	C	1198	C	N
3.	New Hampshire Ave (MD650) / Randolph Road	1163	C	1170	C	N
4.	East Site Access / Notley Road	221	A	259	A	N
5.	West Site Access / Notley Road	220	A	240	A	N
6.	Sherwood Forest Drive / Notley Road	301	A	302	A	N
PM Peak Hour		Existing (2024)		Total Future (2029)		CLV Triggers HCM?
Intersection		CLV	LOS	CLV	LOS	
1.	New Hampshire Ave (MD650) / ICC MD 200	696	A	701	A	N
2.	New Hampshire Ave (MD650) / Notley Road	1090	B	1133	B	N
3.	New Hampshire Ave (MD650) / Randolph Road	1191	C	1200	C	N
4.	East Site Access / Notley Road	313	A	360	A	N
5.	West Site Access / Notley Road	309	A	340	A	N
6.	Sherwood Forest Drive / Notley Road	383	A	384	A	N

Site Location (Exhibit _____)



Site-Generated Trips at Driveways (Exhibit ____)



Crash Data (Excerpt from Exhibit ____)

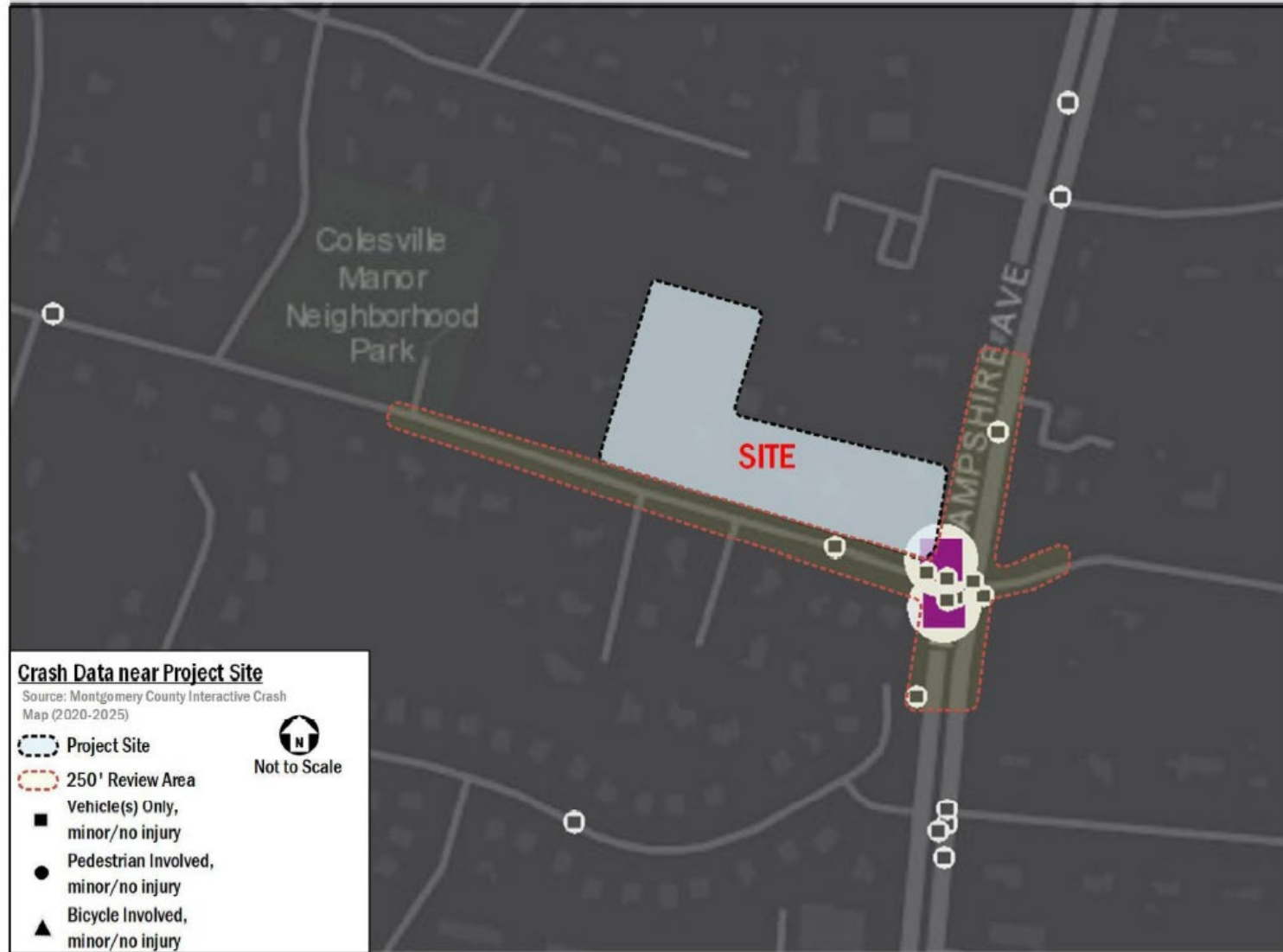


Figure 4: Crash Data near Project Site

Existing Condition Photo and Excerpt from Complete Streets (Exhibit ____)



Figure 8-11. Example of optical speed bars

CLV Table and Study Intersections (Excerpt from Exhibit ____)



Figure 6: Study Intersections

Table 6: Intersection CLV Delay Results

AM Peak Hour		Existing (2025) and Background (2030)		Total Future (2030)		CLV Triggers HCM?
Intersection		CLV	LOS	CLV	LOS	
1. New Hampshire Ave (MD650) / ICC MD 200		919	A	923	A	N
2. New Hampshire Ave (MD650) / Notley Road		1165	C	1198	C	N
3. New Hampshire Ave (MD650) / Randolph Road		1163	C	1170	C	N
4. East Site Access / Notley Road		221	A	259	A	N
5. West Site Access / Notley Road		220	A	240	A	N
6. Sherwood Forest Drive / Notley Road		301	A	302	A	N

PM Peak Hour		Existing (2024)		Total Future (2029)		CLV Triggers HCM?
Intersection		CLV	LOS	CLV	LOS	
1. New Hampshire Ave (MD650) / ICC MD 200		696	A	701	A	N
2. New Hampshire Ave (MD650) / Notley Road		1090	B	1133	B	N
3. New Hampshire Ave (MD650) / Randolph Road		1191	C	1200	C	N
4. East Site Access / Notley Road		313	A	360	A	N
5. West Site Access / Notley Road		309	A	340	A	N
6. Sherwood Forest Drive / Notley Road		383	A	384	A	N

Table 1: CLV Results

Intersection	AM Peak Hour				PM Peak Hour			
	Existing and Background		Total Future		Existing and Background		Total Future	
	CLV	LOS	CLV	LOS	CLV	LOS	CLV	LOS
New Hampshire Avenue (MD 650) and Midland Road	957	A	966	A	1070	B	1078	B

Aerial (Exhibit _____)

