

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)

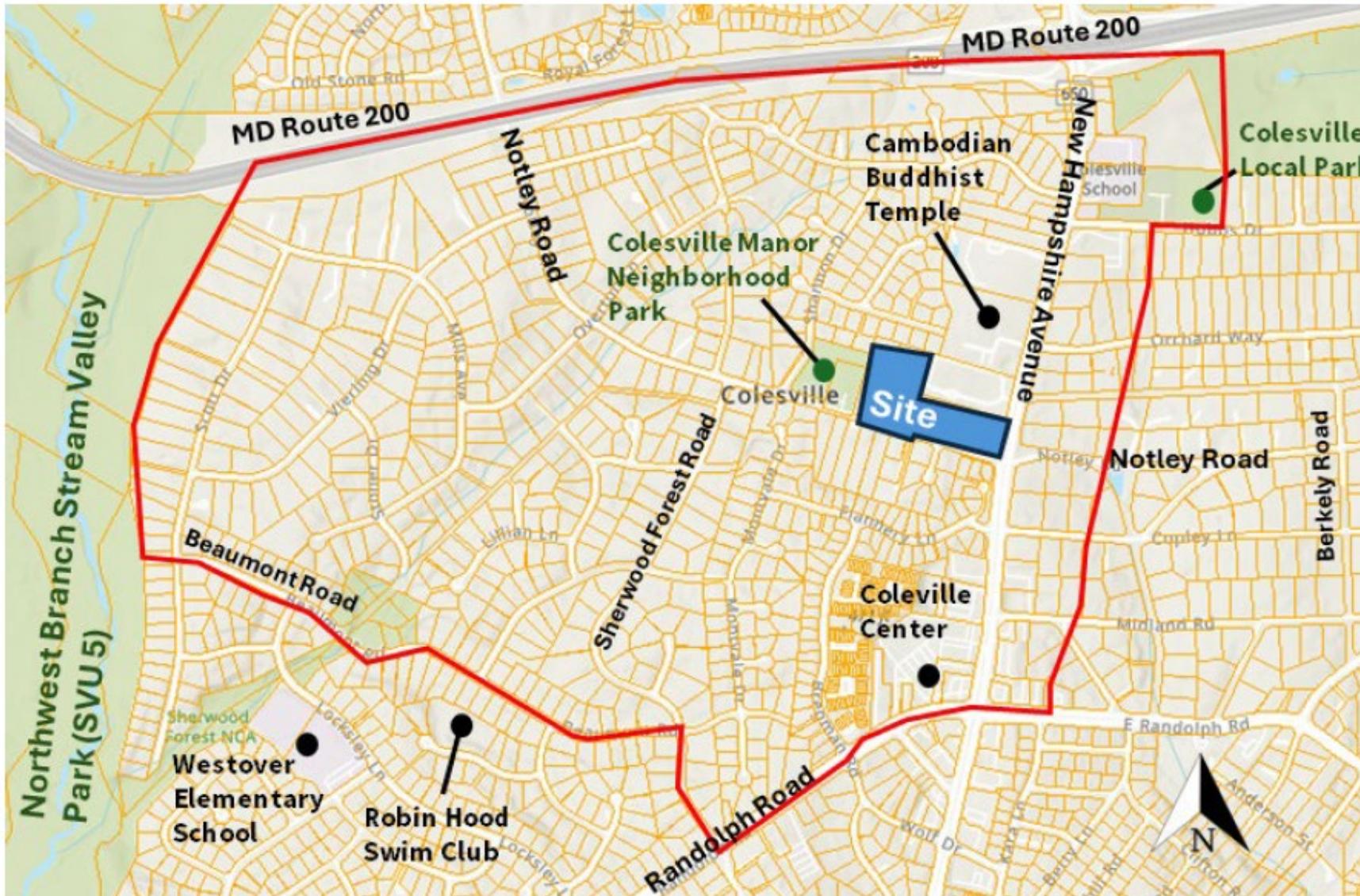
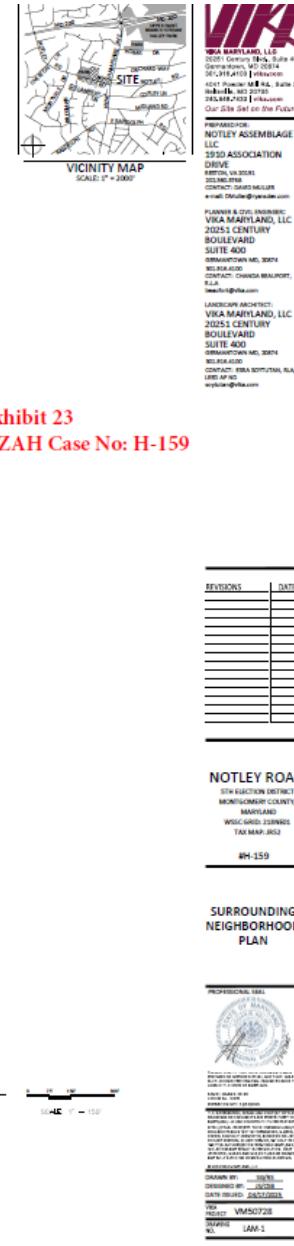
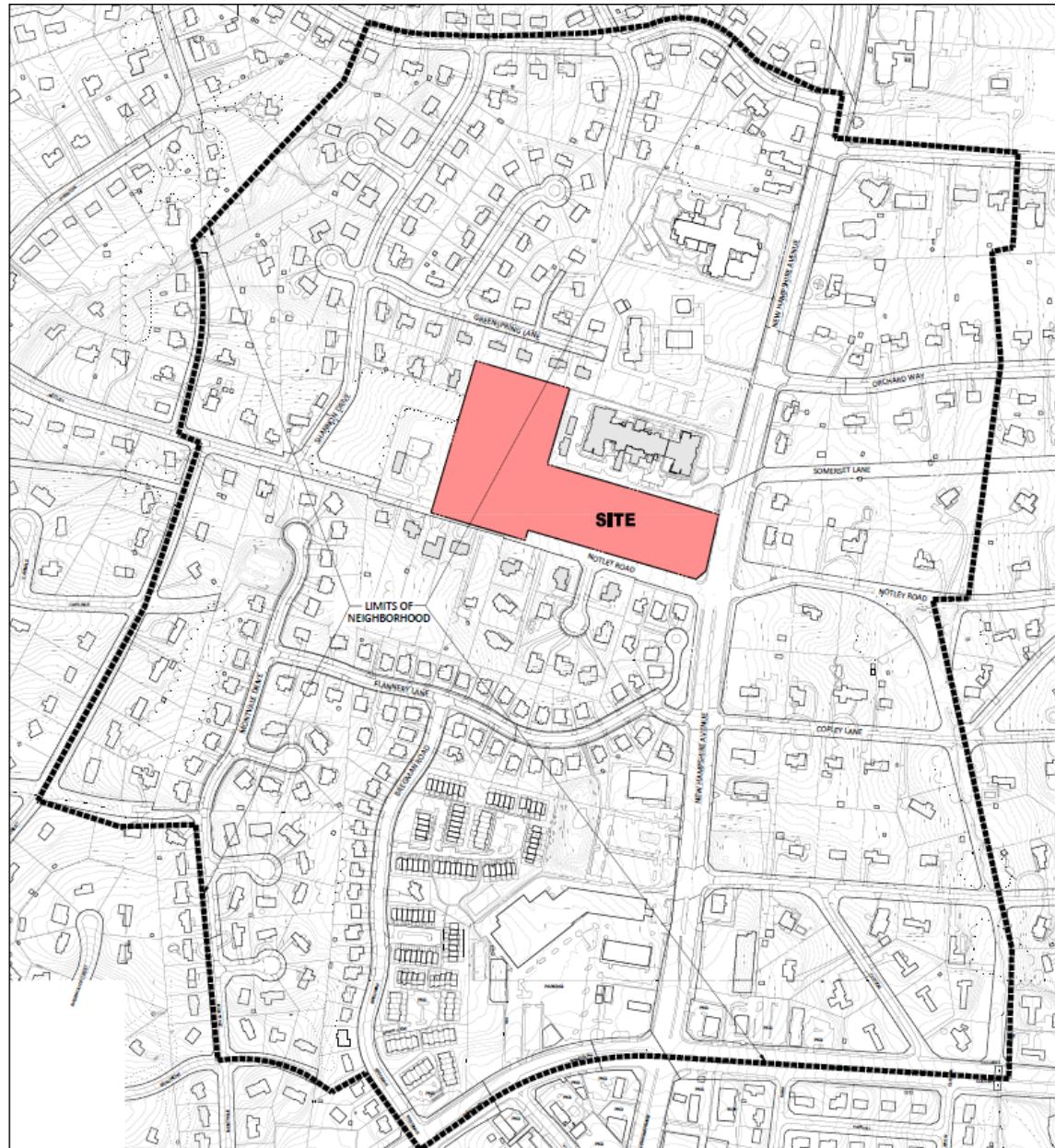


Figure 2: Staff-Defined Neighborhood

Proposed Neighborhood (Exhibit 23)



Opposition's Proposed Neighborhood (Exhibit 57 (d))

H-159 10 ix.
Edited in red
font

Notley Road Surrounding Neighborhood Plan Corrected

This red line is where the surrounding neighborhood should end

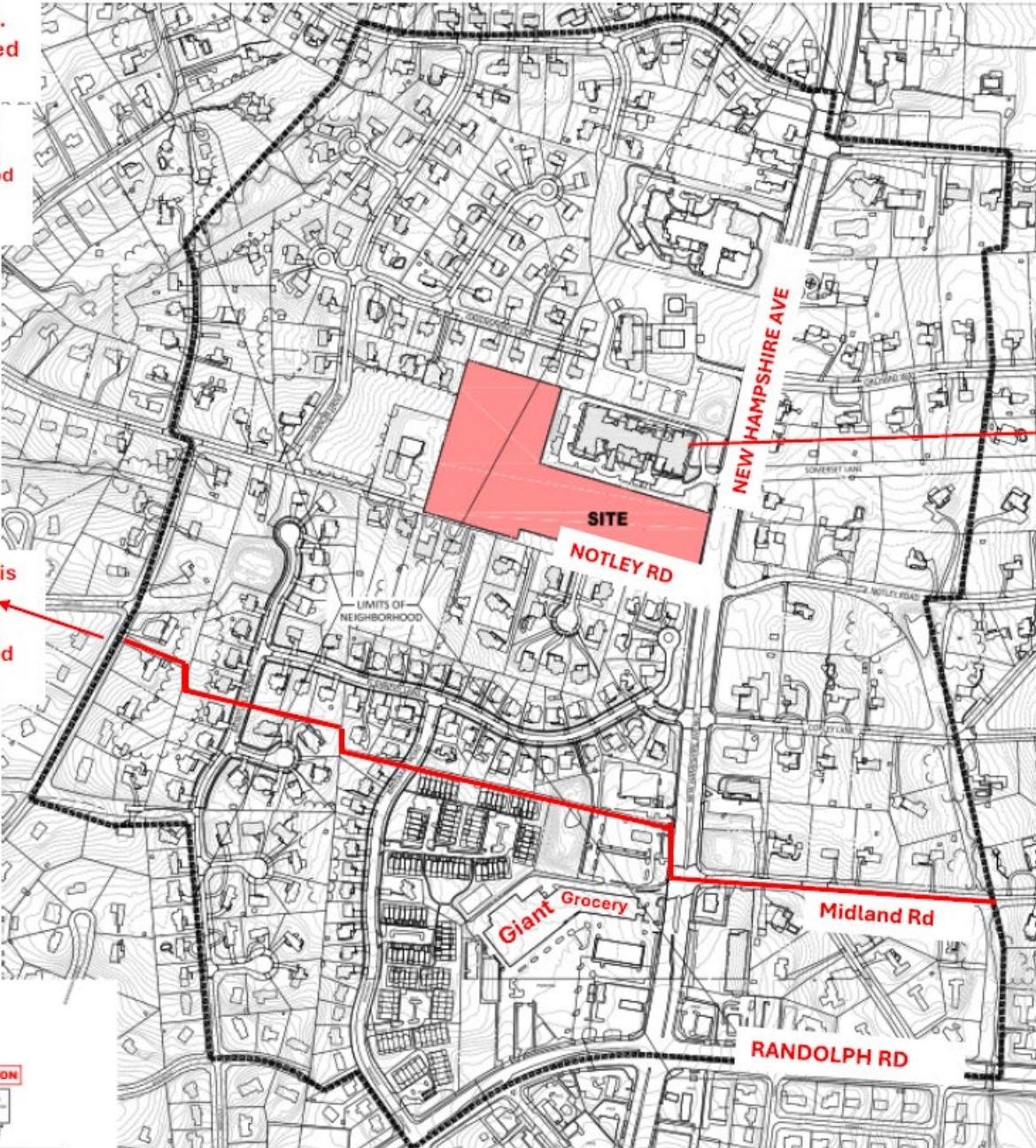
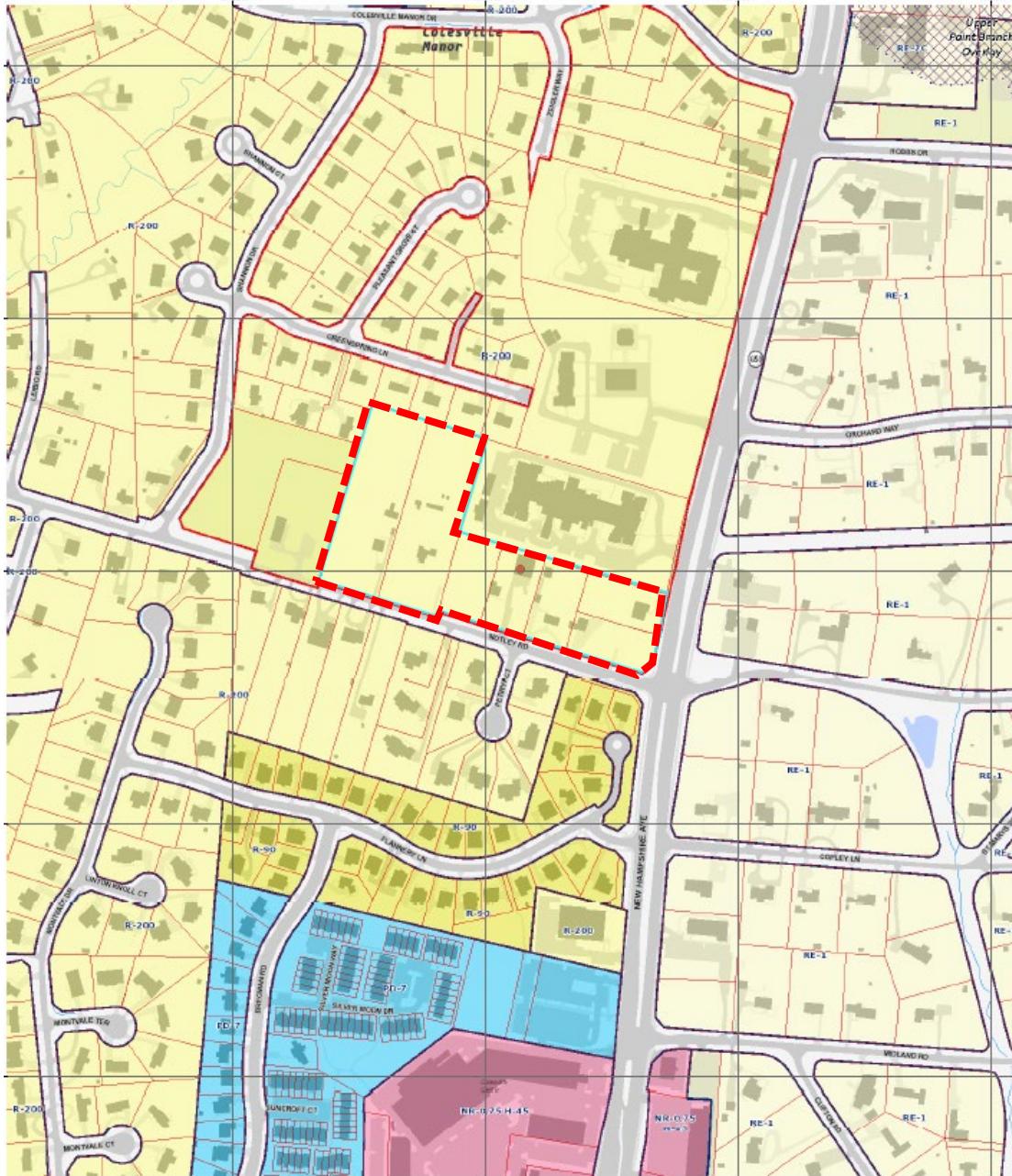


Exhibit 57 (d)
OZAH Case No: H-159

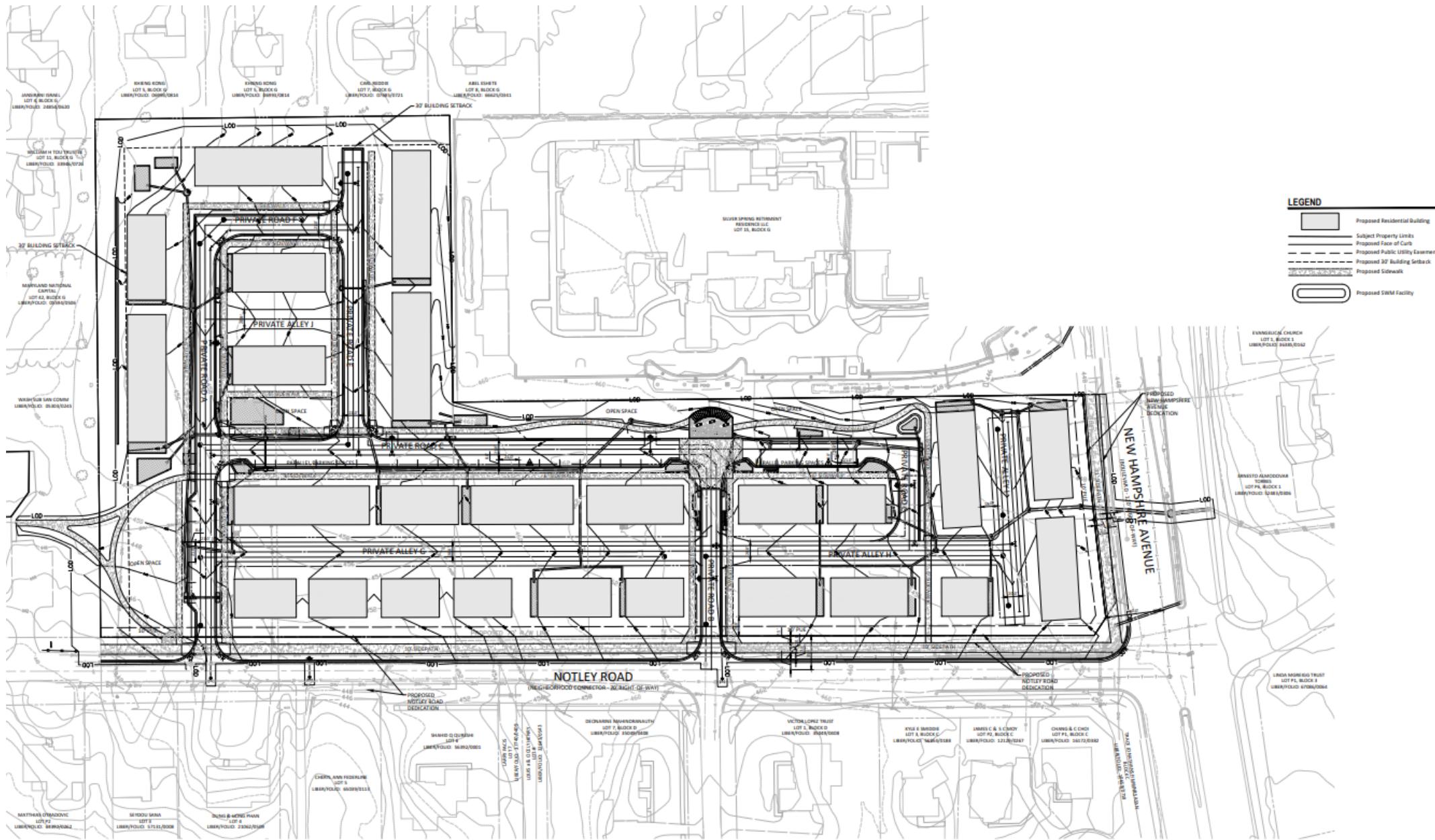
Wilshire Estates Senior Living



Certified Zoning Map (Exhibit 10)



Floating Zone Plan (Exhibit ____)

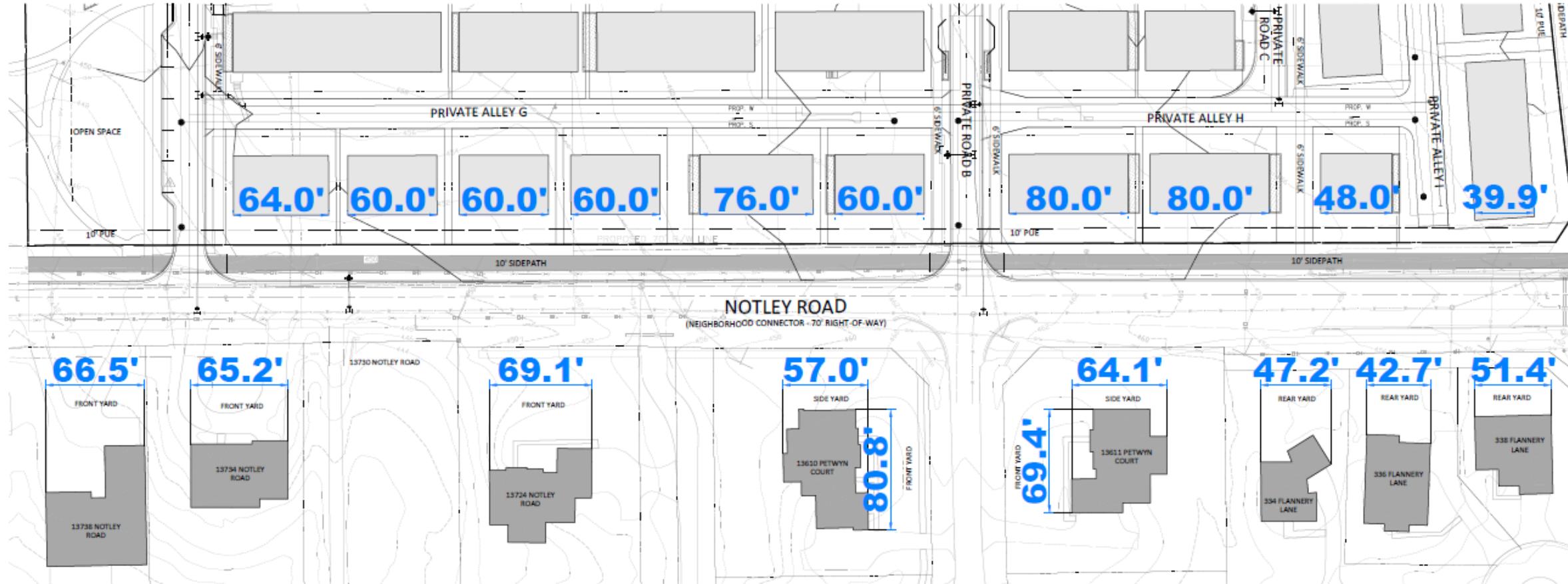


Updated Conceptual Layout Plan (Exhibit ____)



For Illustrative Purposes Only

Compatible Massing Along Notley (Exhibit ____)



Proposed Character of Notley Road (Exhibit ____)



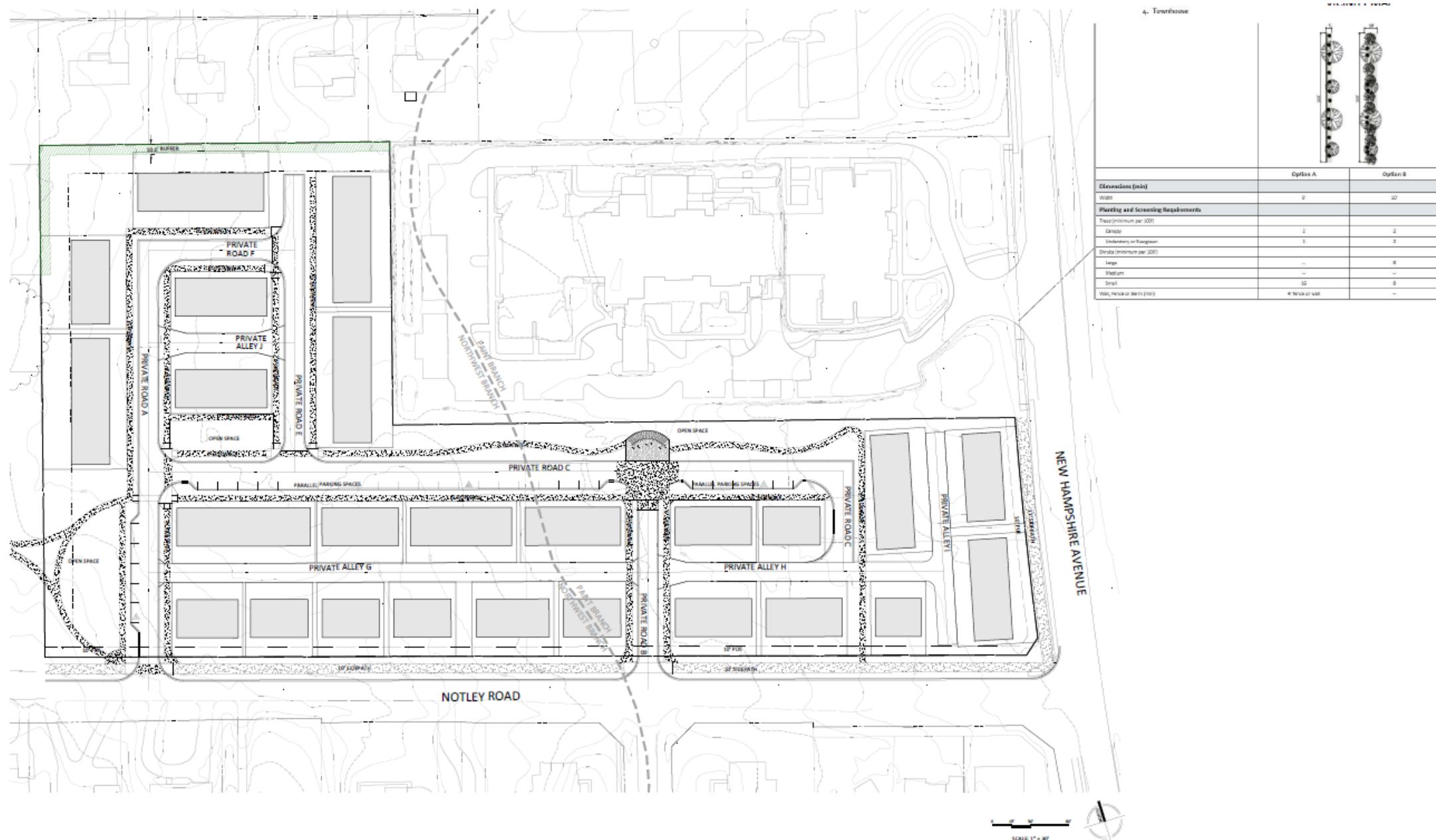
EXISTING CONDITION



Proposed Character of Notley Road (Exhibit ____)



Landscape Screening (Exhibit ____)



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



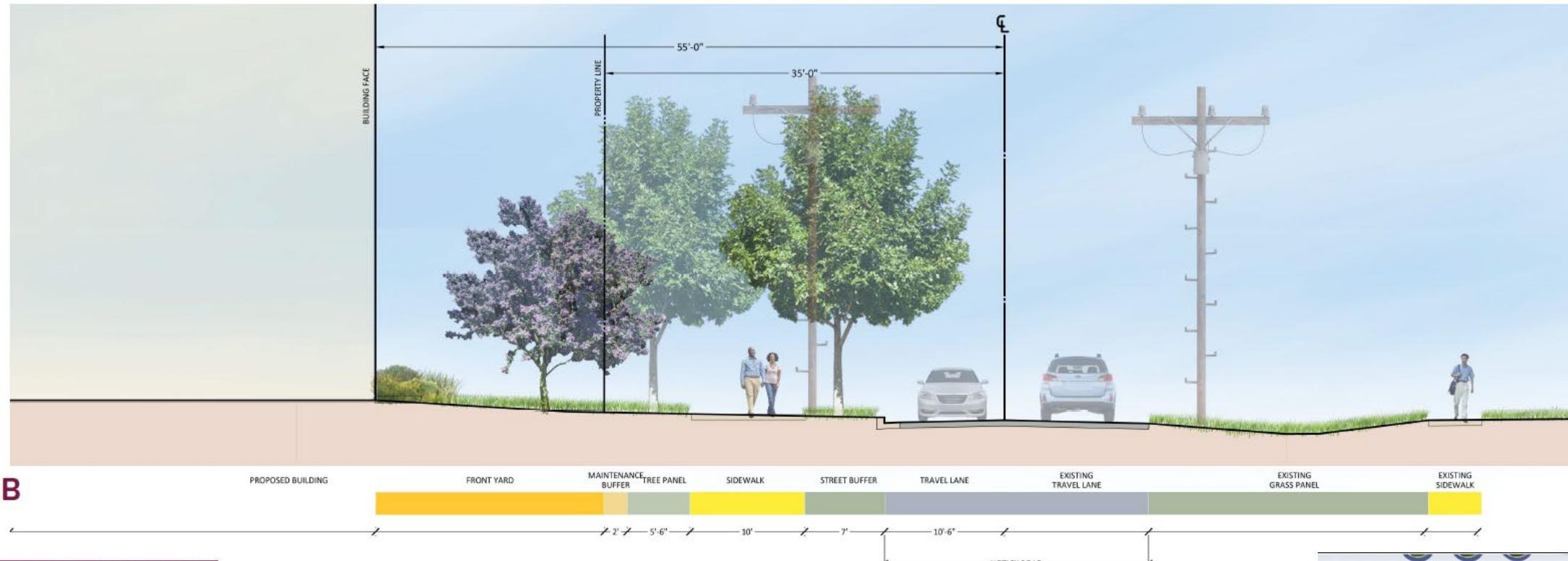
Notley Road



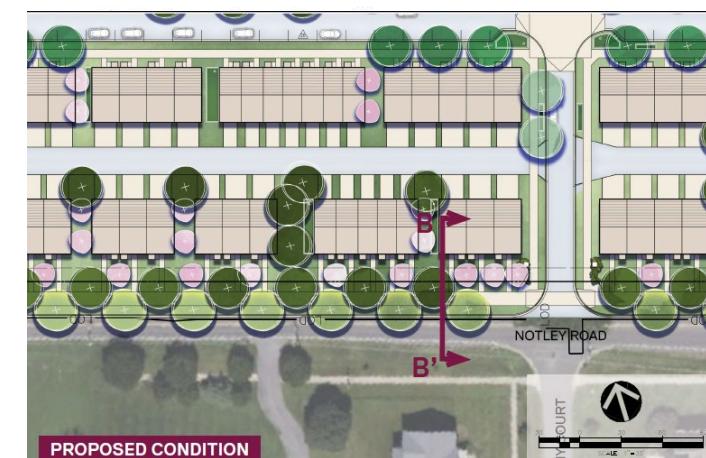
New Circulation Plan after Signal (Exhibit ____)



Streetscape Improvements – Notley (Exhibit _____)



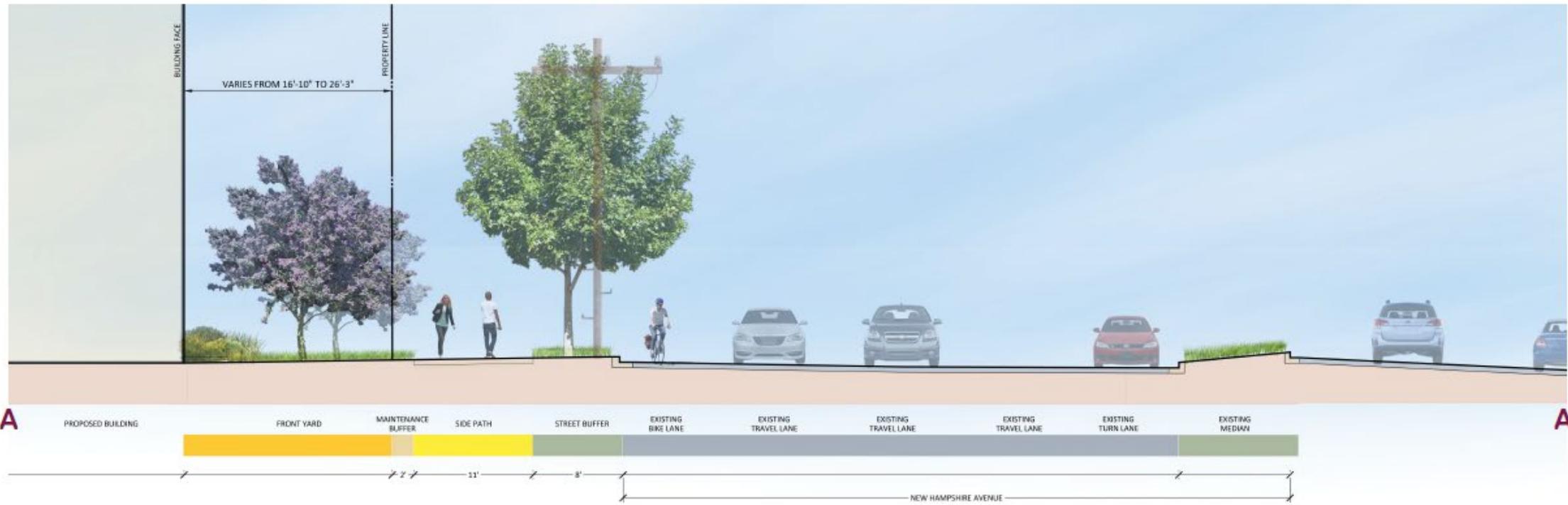
PROPOSED SECTION



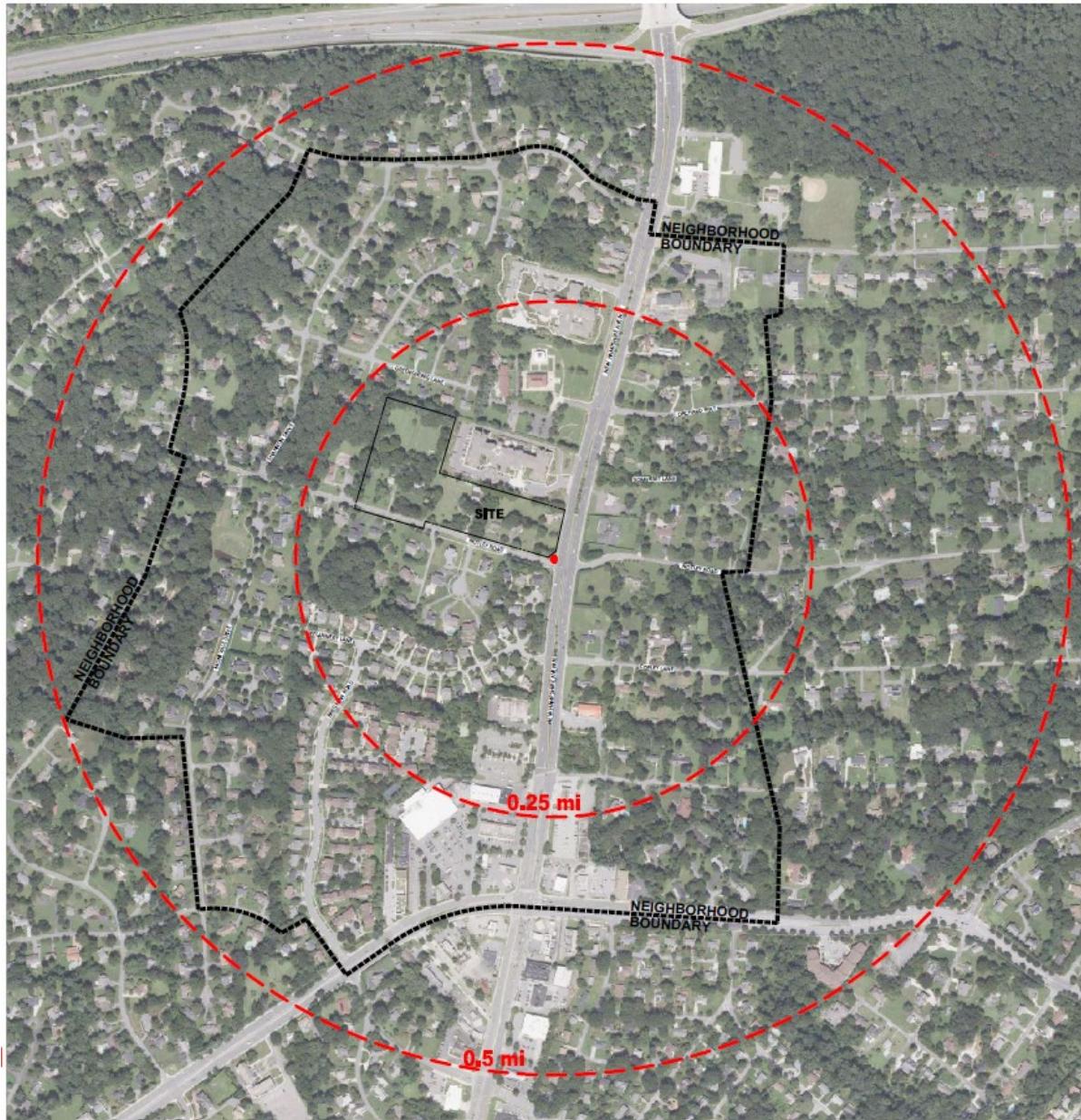
PROPOSED CONDITION

Streetscape Improvements – New Hampshire Ave.

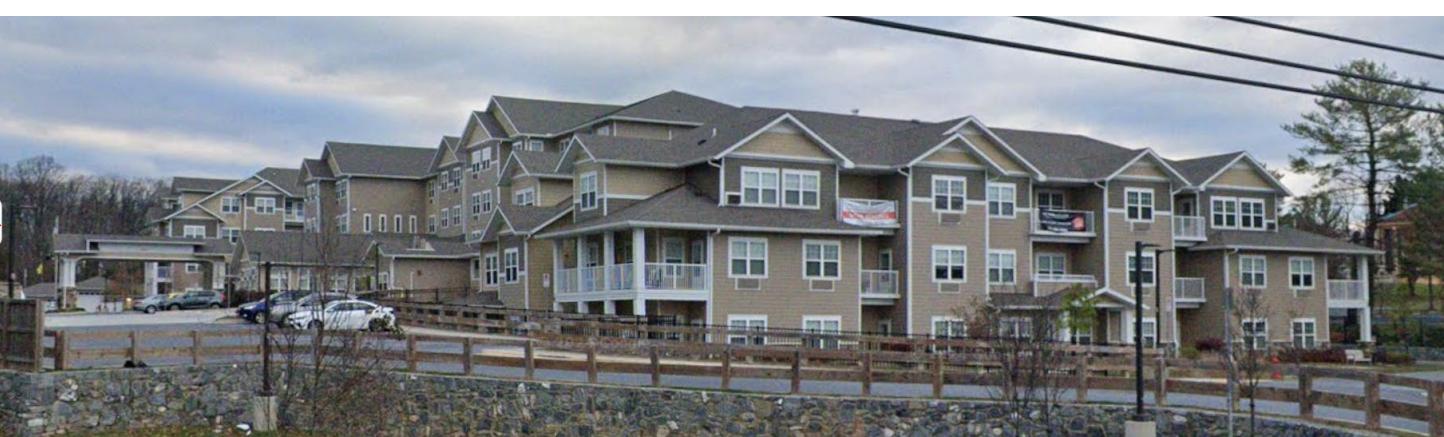
(Exhibit ____)



Aerial View with Neighborhood Boundary (Exhibit ____)



Photos of Surrounding Conditions (Exhibit _____)



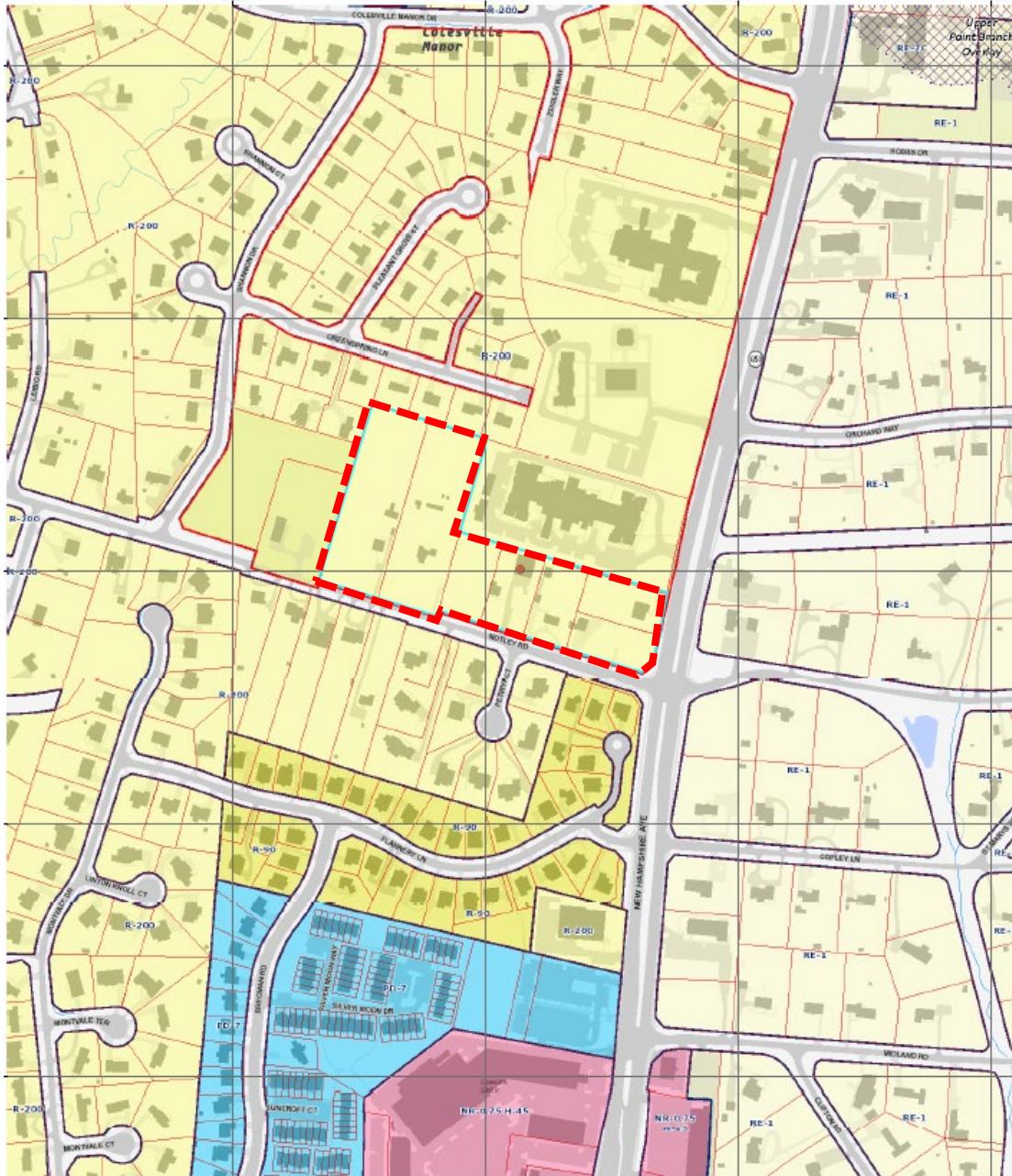
Surrounding Commercial Uses



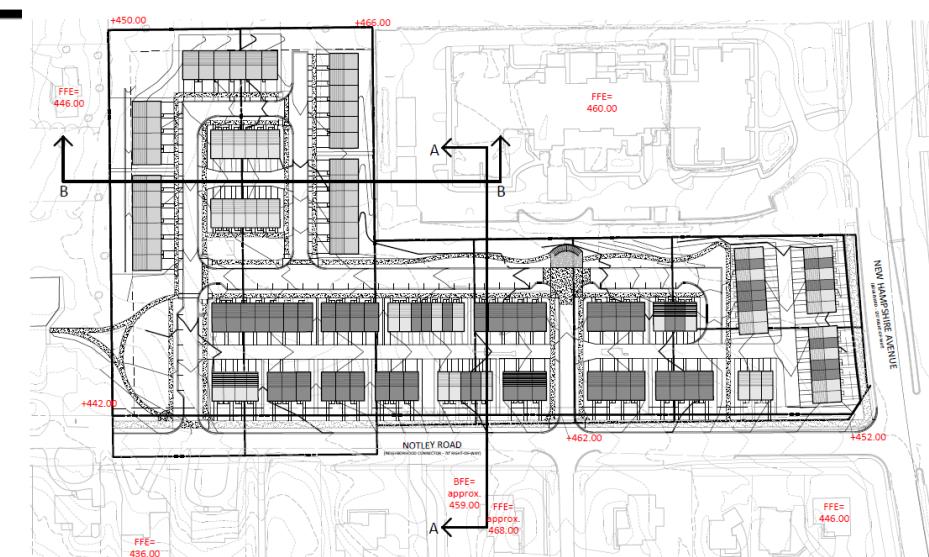
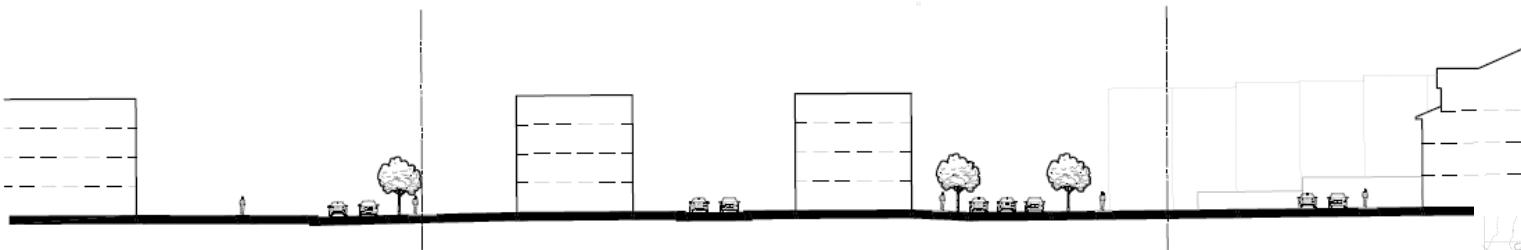
Adjacent Park



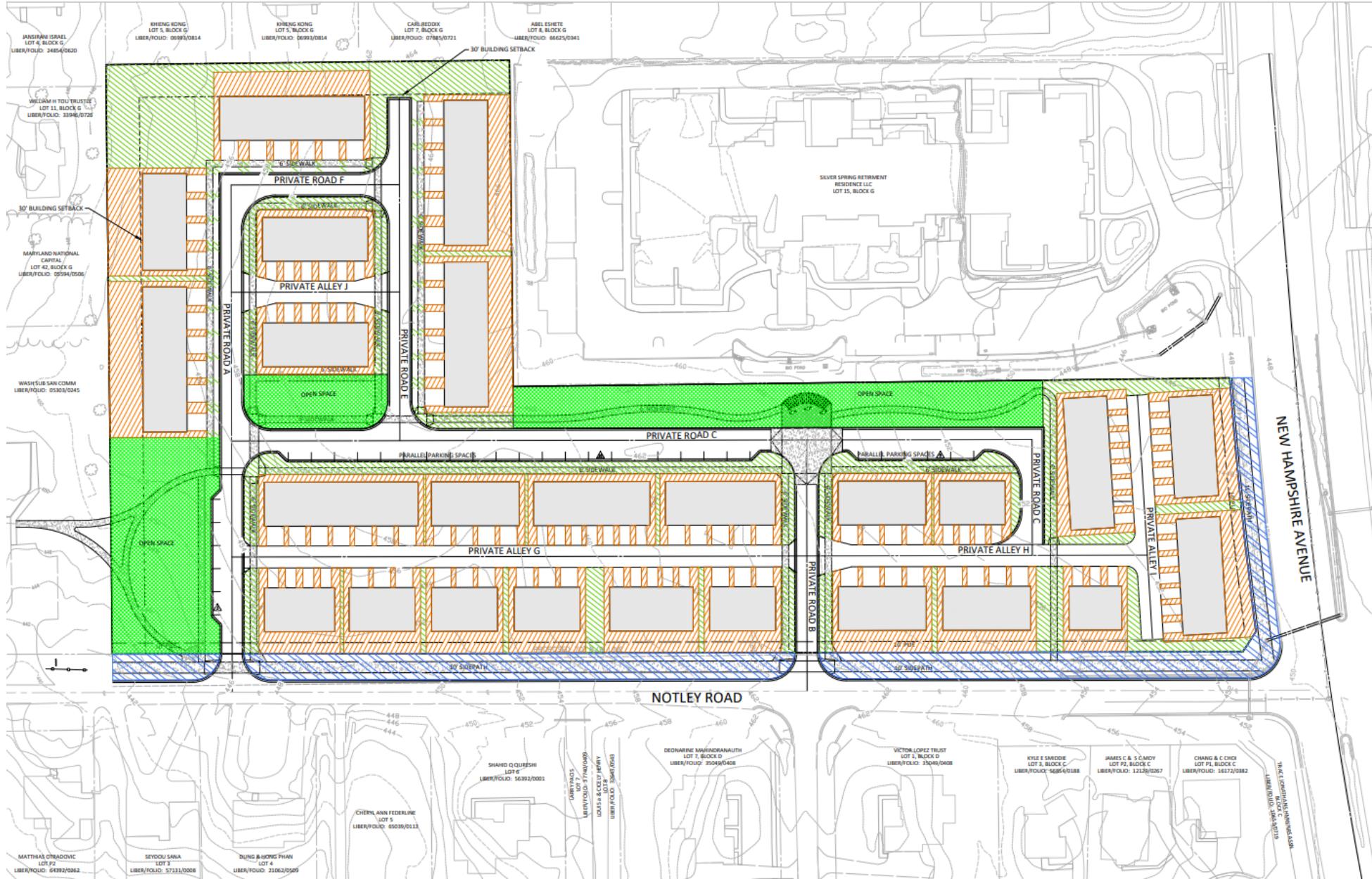
Certified Zoning Map (Exhibit 10)



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 ADJACENT MNCPPC 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, CIRCULATION, AND RECREATION AND ENCOURAGE THE ENHANCEMENT OF WATER AND AIR QUALITY.

THE PRIMARY OPEN SPACE IS CONNECTED TO THE ABUTTING MNCPPC PARK AND THE ADJACENT INTERNAL RESIDENTIAL STREETS FROM APPROXIMATELY 40 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 BIOPLANTERS, 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 CONNECTED TO THE ADJACENT INTERNAL RESIDENTIAL STREETS FROM APPROXIMATELY 40 FEET X 132 FEET; AND THE PRIMARY OPEN SPACE IS 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 THREE CONNECTED SPACES SEPARATED ONLY BY INTERNAL RESIDENTIAL STREETS WITH LOW TRAFFIC VOLUME AND CLEAR, SAFE CROSSINGS.

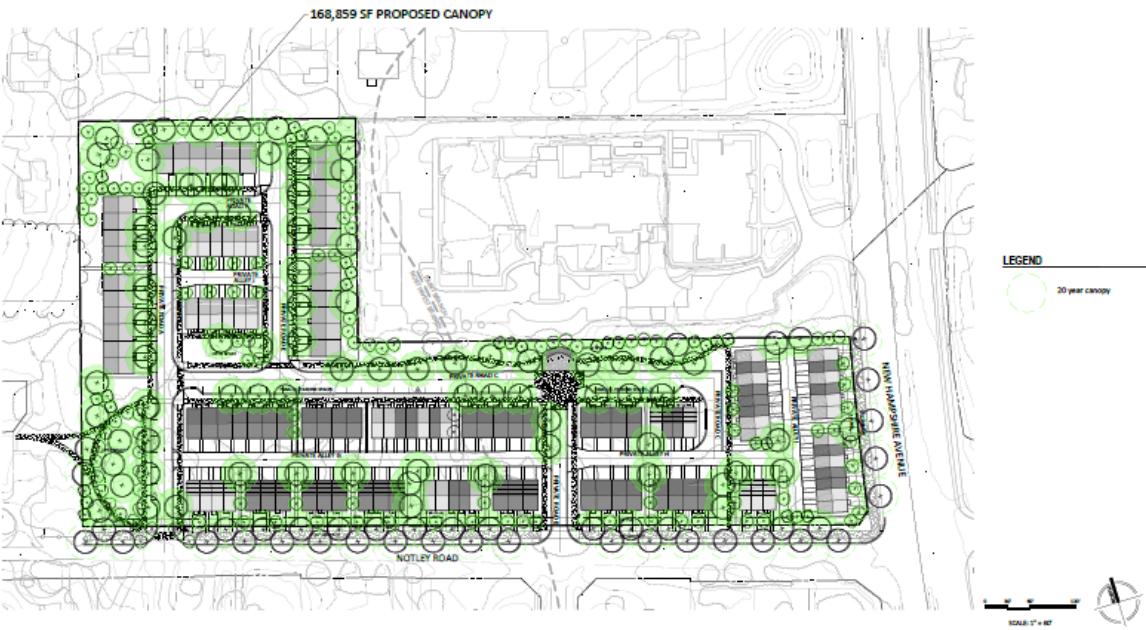
FINAL DESIGN AND LAYOUT OF THE COMMON OPEN SPACE WILL BE DETERMINED DURING SITE PLAN REVIEW BUT AT LEAST 35,997 SQUARE FEET (10%) OF THE SITE AREA WILL BE PROVIDED.

LEGEND

- Proposed Residential Building
- Open Space (44,027 s.f.)
- Private Open Space (67,639 s.f.)
- HOA Open Space (50,445 s.f.)
- RDW 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 _____)

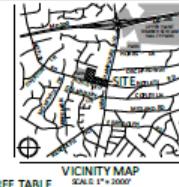


NRI/FSD (Exhibit 18)



NOTLEY ROAD
SIMPLIFIED NATURAL RESOURCE INVENTORY
M-NCPPC FILE NUMBER 420251460

Exhibit 18
OZAH Case No: H-159

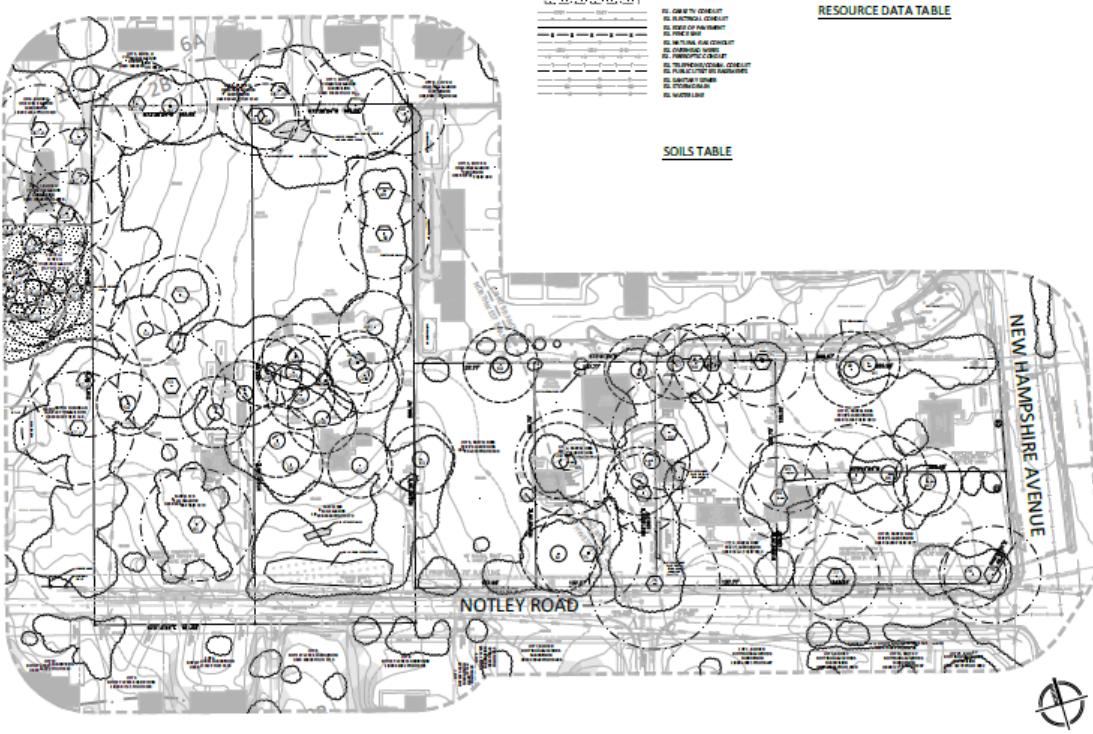


VIKA
VINA MARKETING, LLC
 20351 Century Blvd., Suite
 300A
 Gaithersburg, MD 20878
 (800) 476-4760
 (301) 961-5000
 4011 1/2 1/2 1/2 1/2 1/2 1/2 1/2
 Bethesda, MD 20814
 202) 848-2433 vikavision.com
 Get Site Set on the Future

GENERAL NOTES

1. THE DIRECT PROPERTY TAXES ARE THE MOST COMMON.
2. THE DIRECT PROPERTY TAXES ARE THE LEAST.
3. THE DIRECT PROPERTY TAXES ARE THE MOST COMMON.

SITE DESCRIPTION



NOT FOR CONSTRUCTION



RESOURCE DATA TAB

SOILS TABLE

REVENUE
ADDRESS COMMUNES
ADDRESS COMMUNES

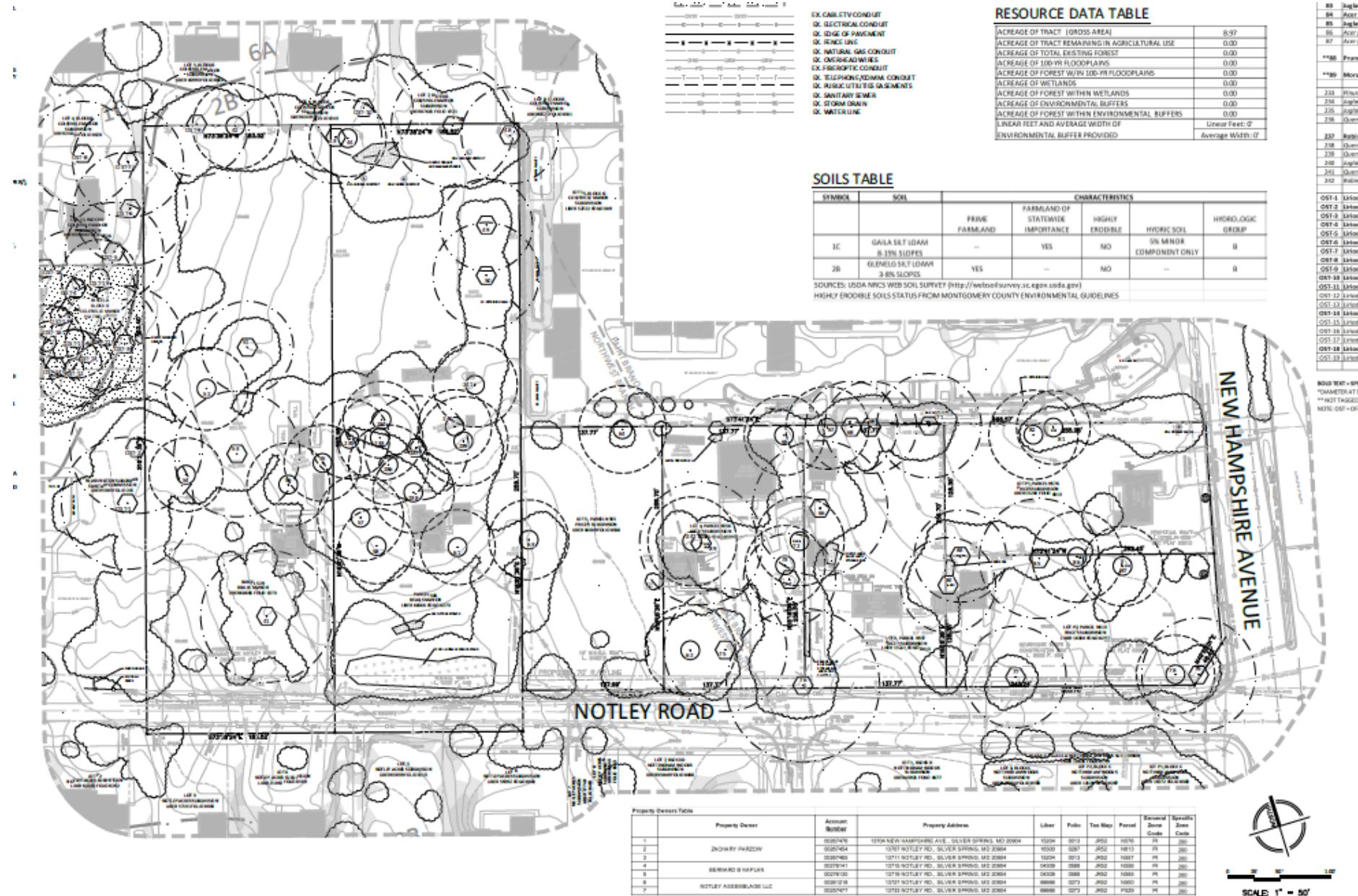
NOTLEY
ROAD
SE14 5LJ 0815 347 8888
MONTGOMERY CO. MD
MARYLAND
WIRE: 255-8888

SIMPLIFIED
NRI

#420251460



NRI/FSD (Enlargement of Exhibit 18)



Notley Road Redevelopment

Master Plan Analysis

Exhibit __

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

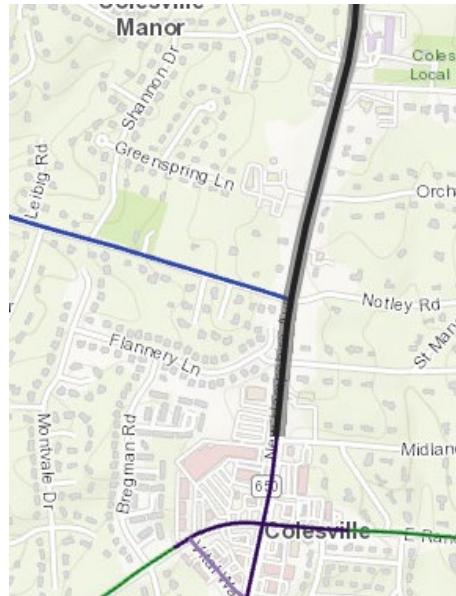
For a Floating zone application, the District Council must find that the floating zone plan will:

- 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

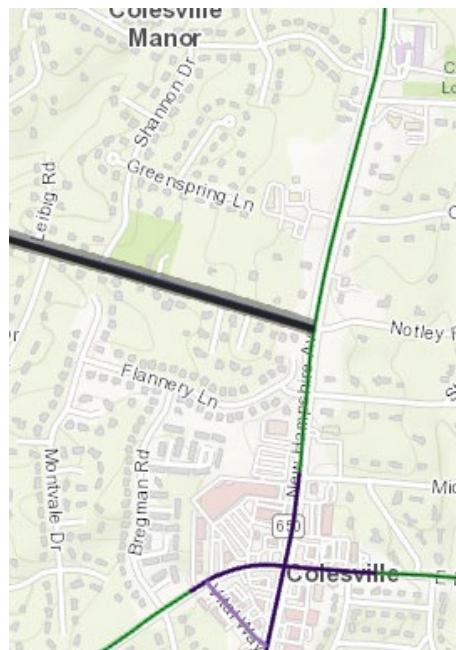


New Hampshire Ave (MD 650)

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)



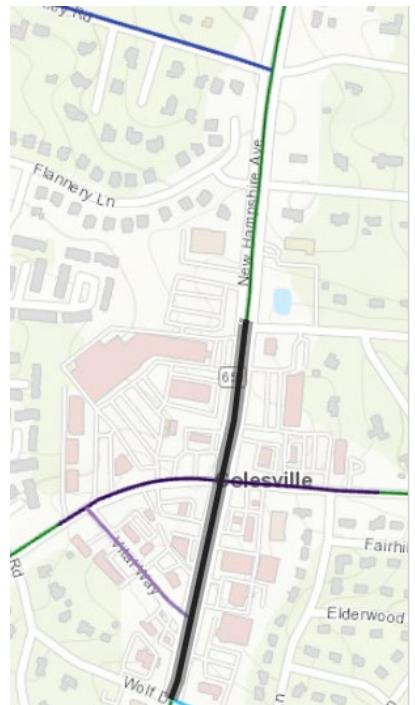
Notley Rd

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)

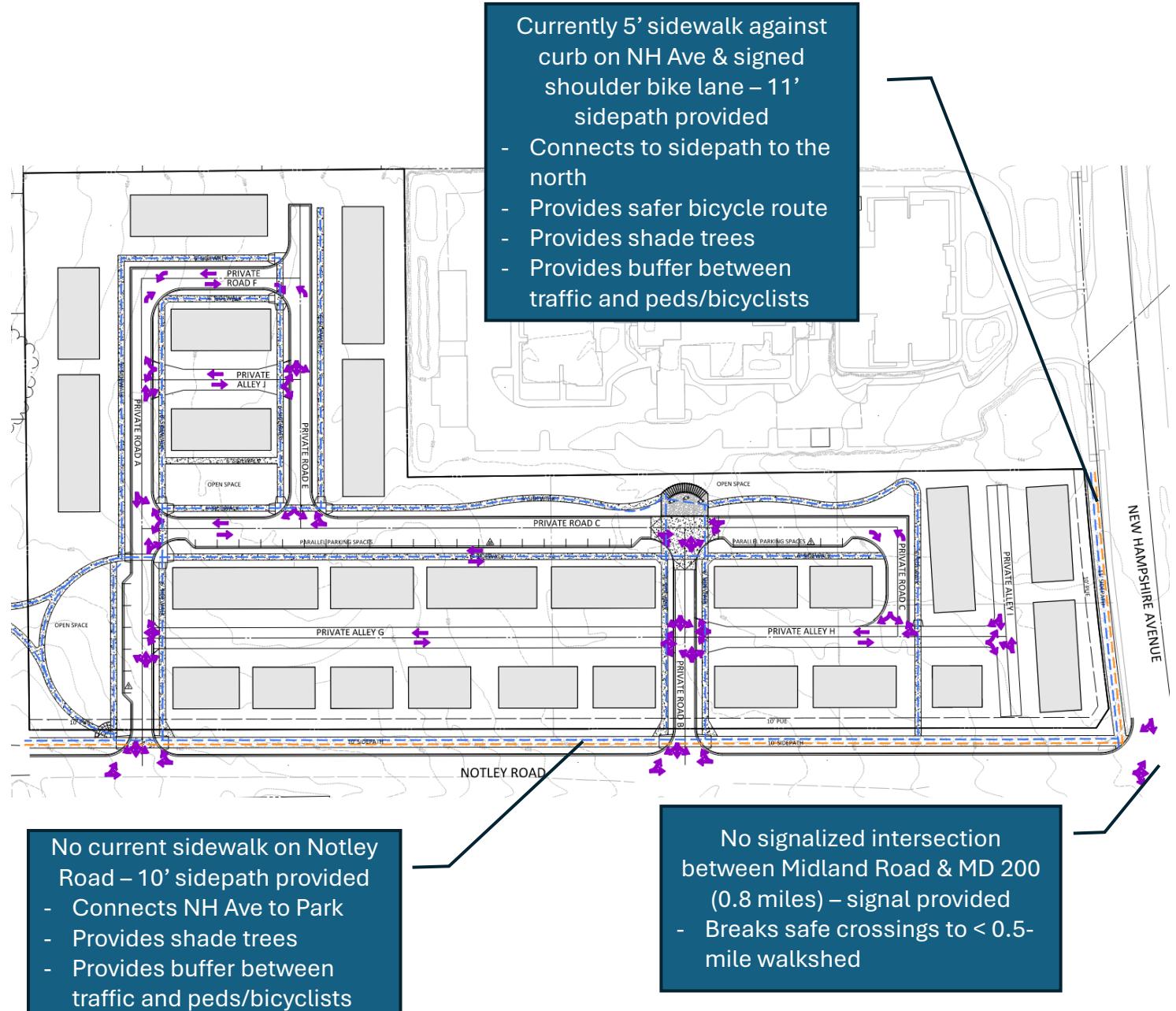
MPOHT

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

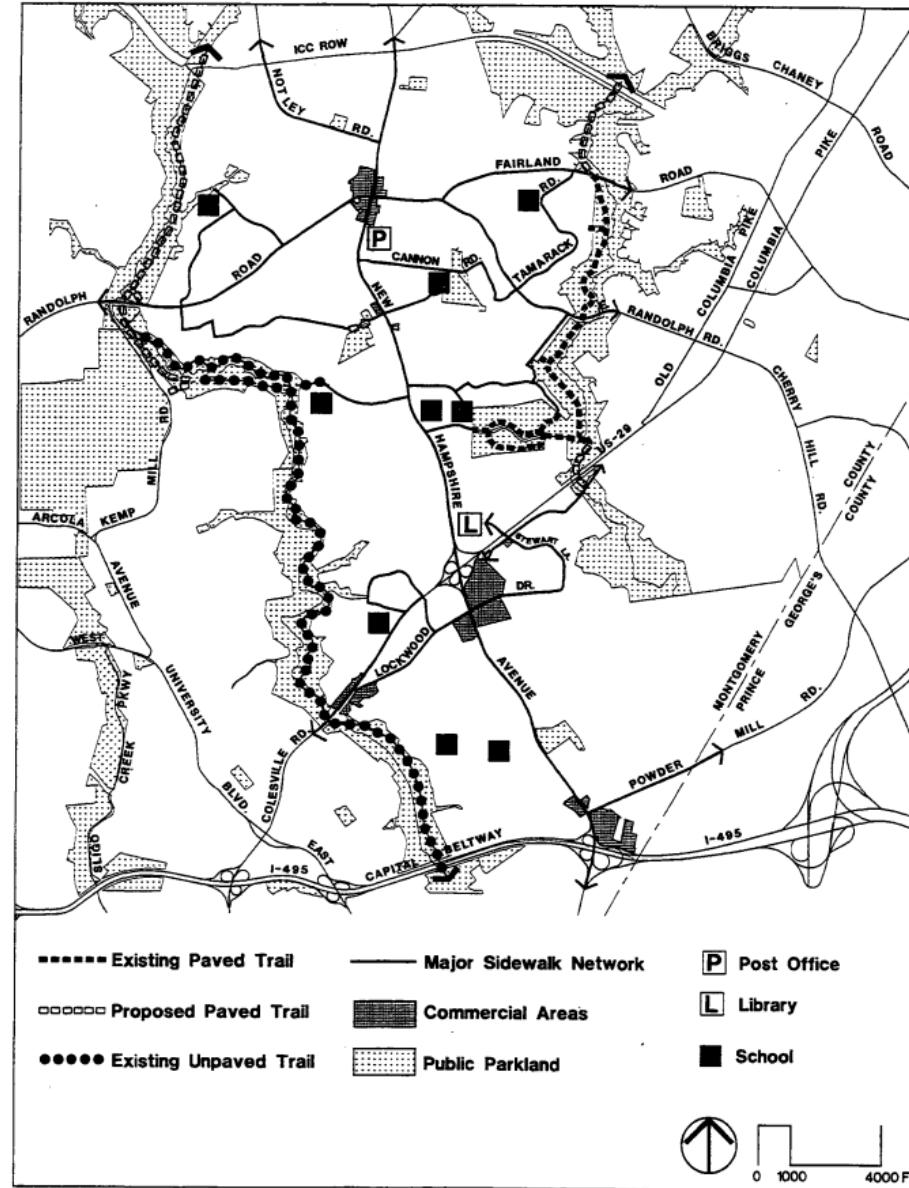


White Oak Master Plan

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.

MAJOR PEDESTRIAN CIRCULATION NETWORK & DESTINATIONS

FIGURE 3



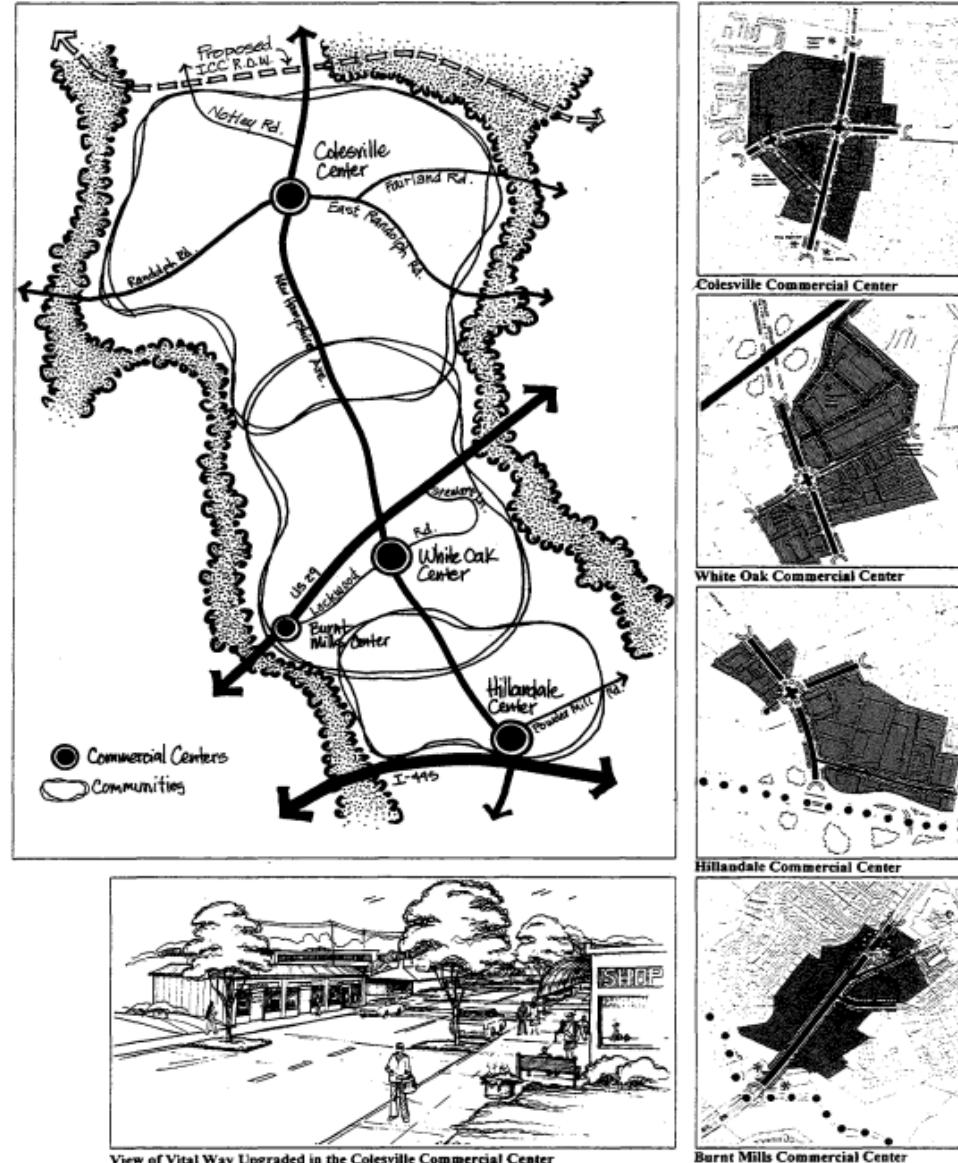
White Oak Master Plan

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.

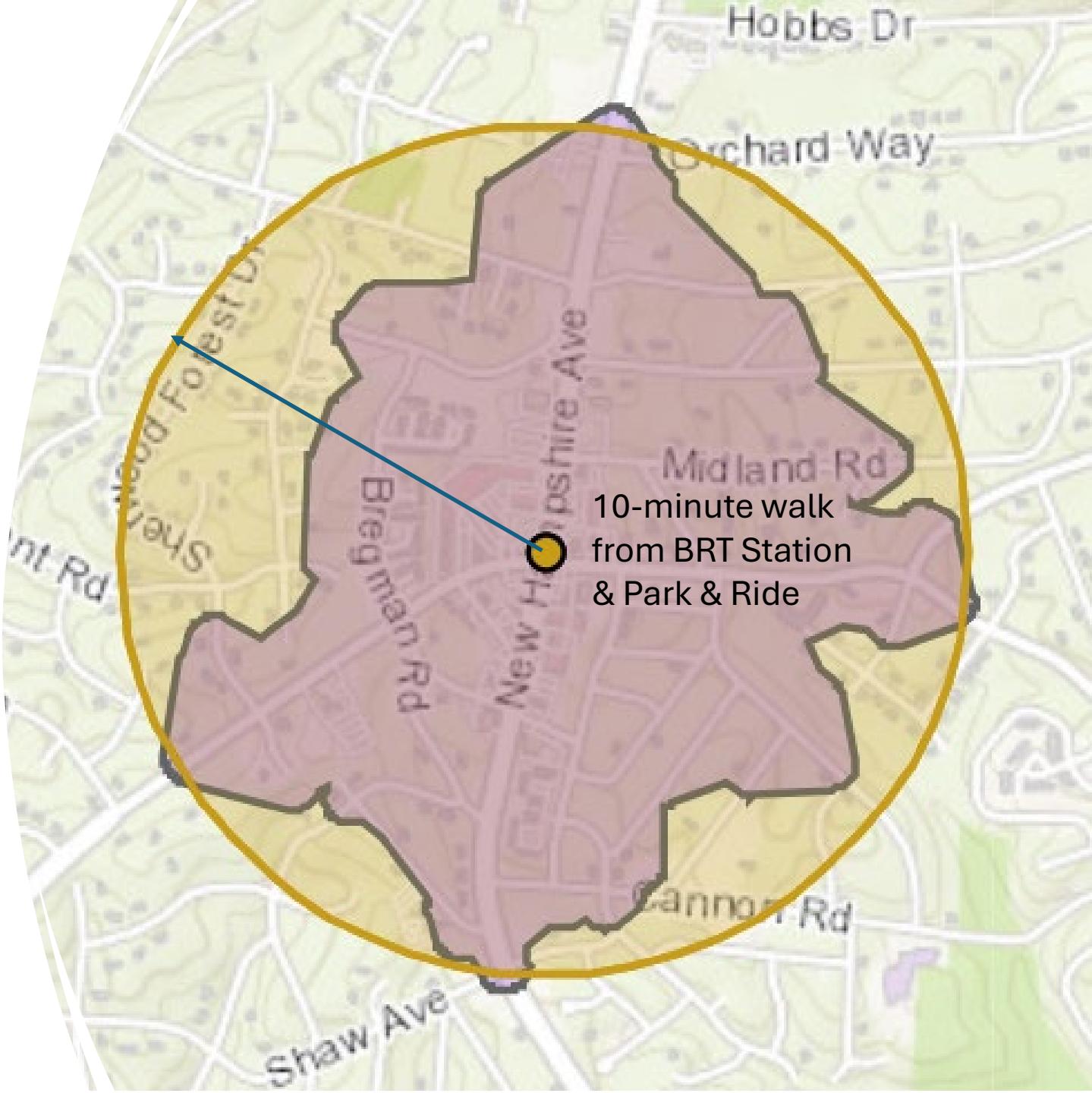
COMMUNITIES AND COMMERCIAL CENTERS

FIGURE 1



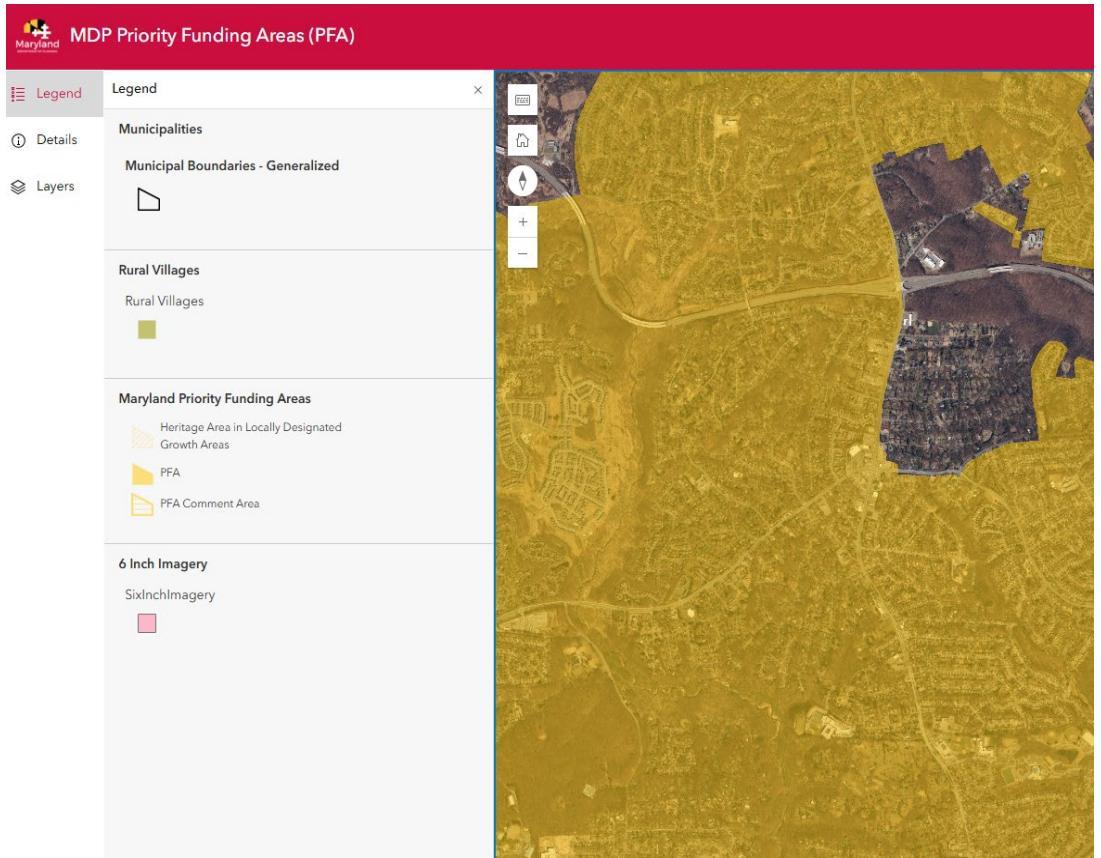
Thrive 2050

- 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....”

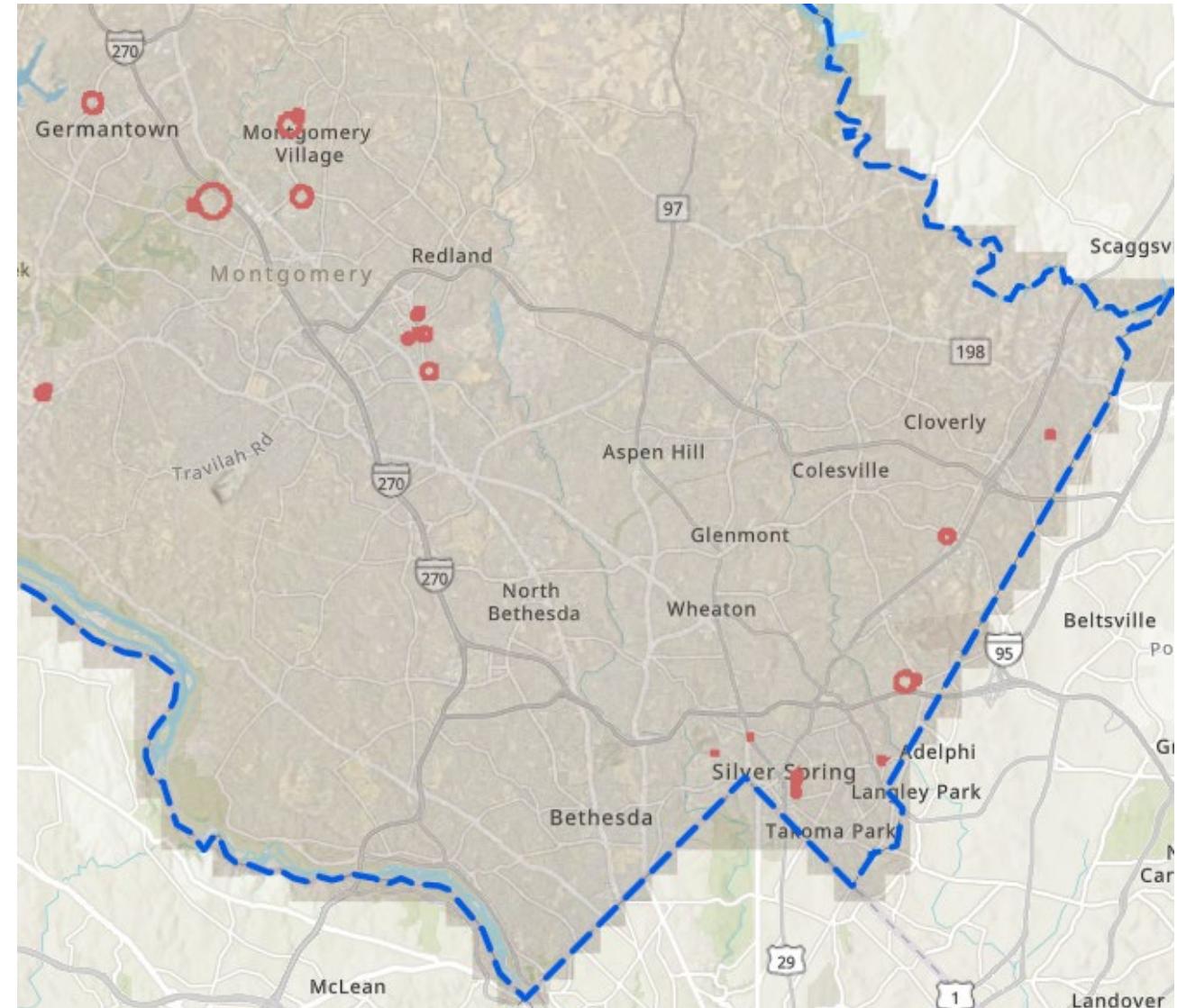


Existing CRN/CRNF Zones (Exhibit ____)

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)

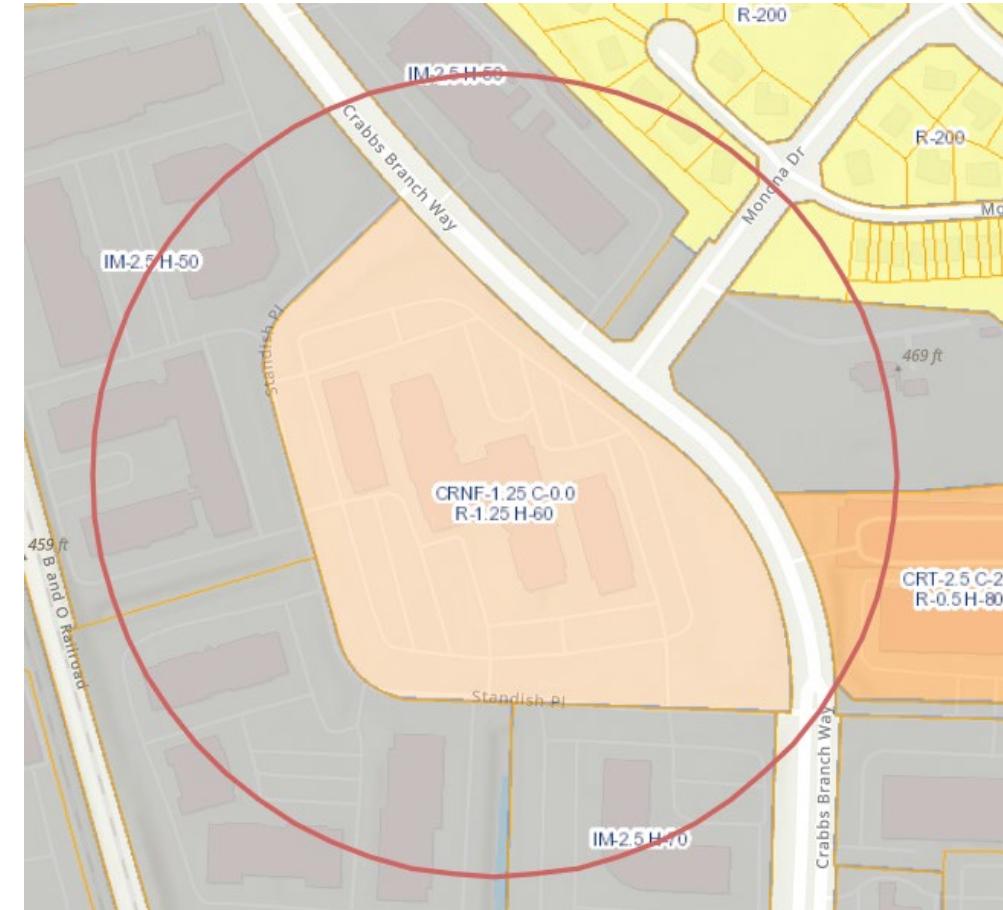


Purpose of CRN/CRNF Zones (Exhibit ____)

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.

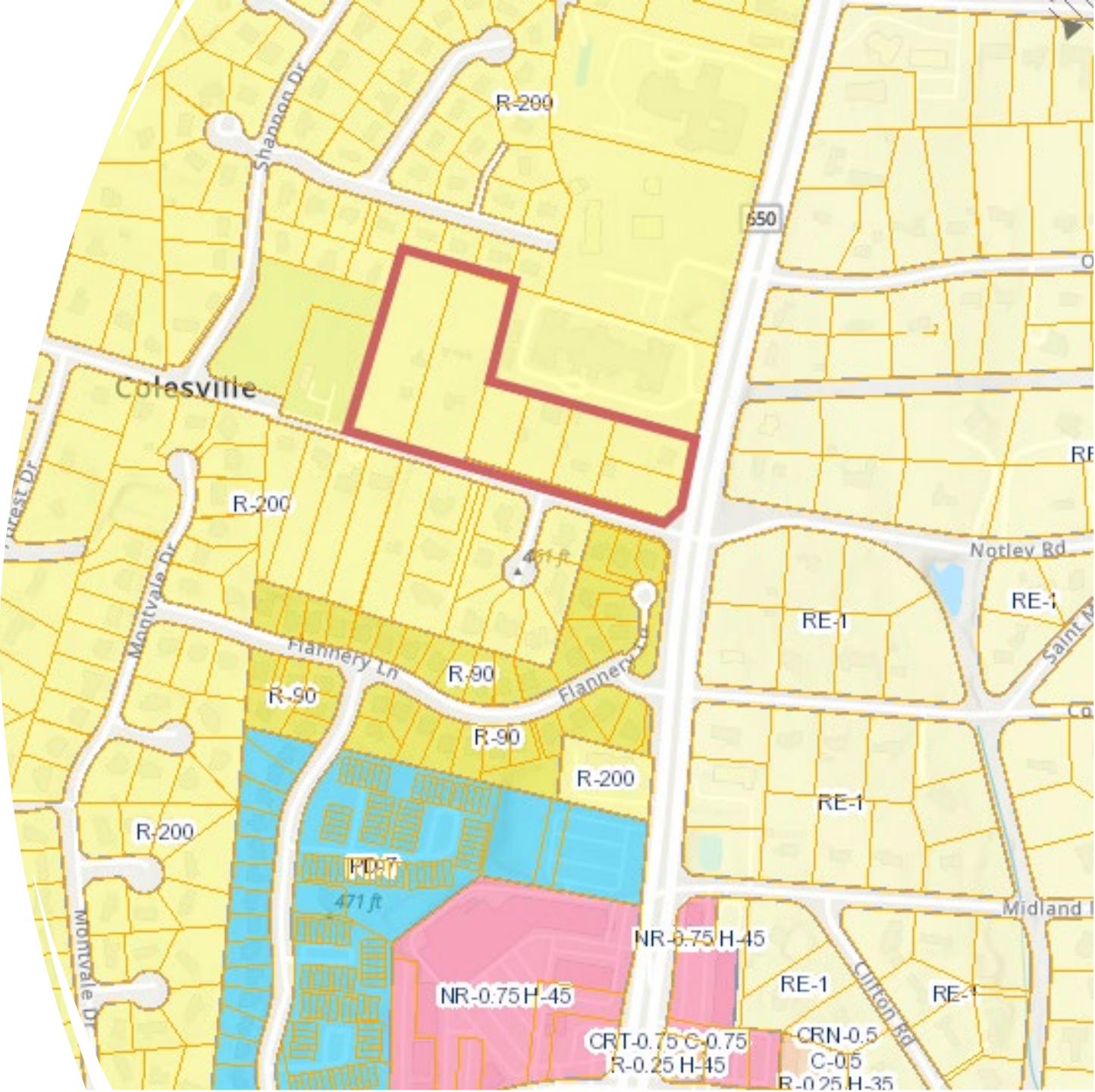


Notley Road Redevelopment

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](#).



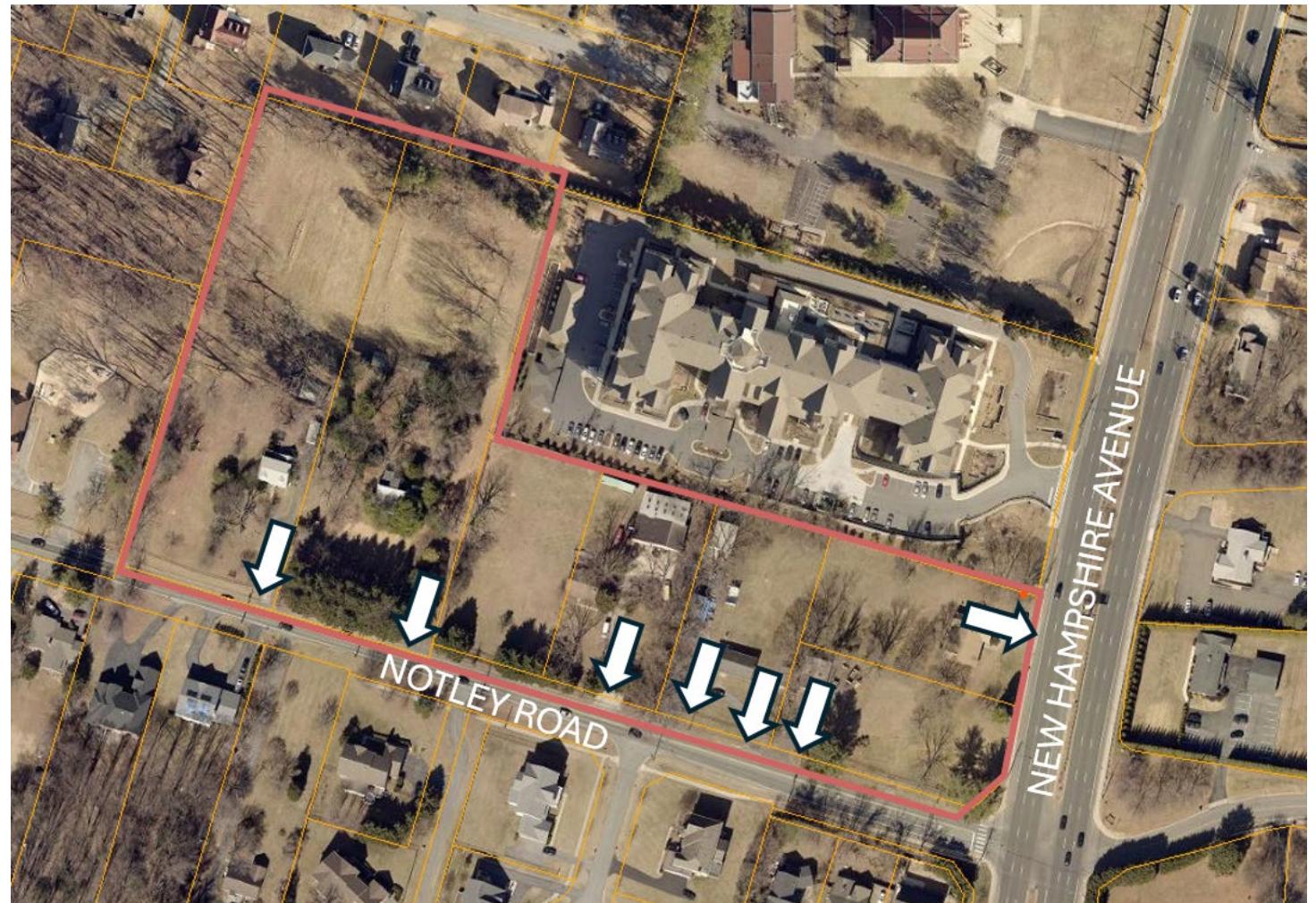
Prerequisites (Sec. 5.1.3.D.)

TRANSIT & INFRASTRUCTURE

| | |
|--|-----|
| At least 75% of the site is within $\frac{1}{4}$ mile of a Level 3, $\frac{1}{2}$ mile of a Level 2, or $\frac{3}{4}$ 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 $\frac{1}{4}$ 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 |

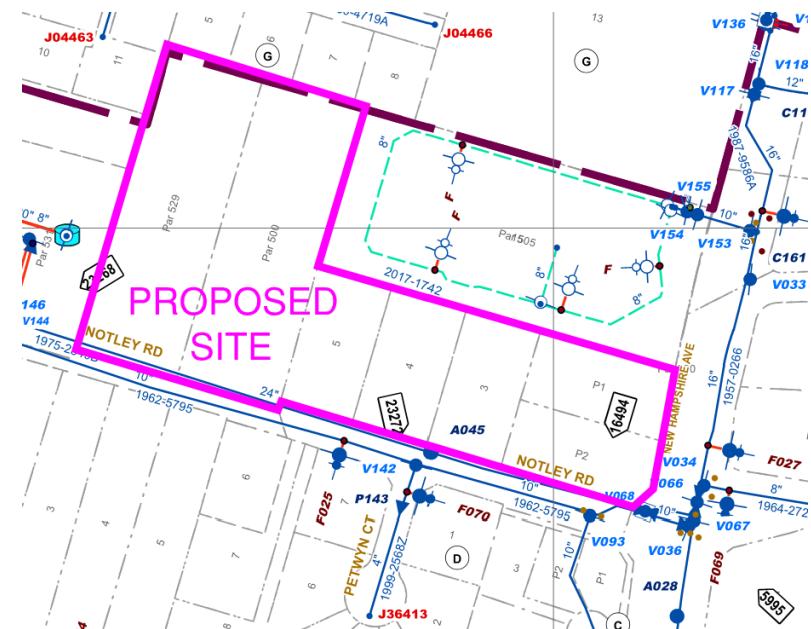
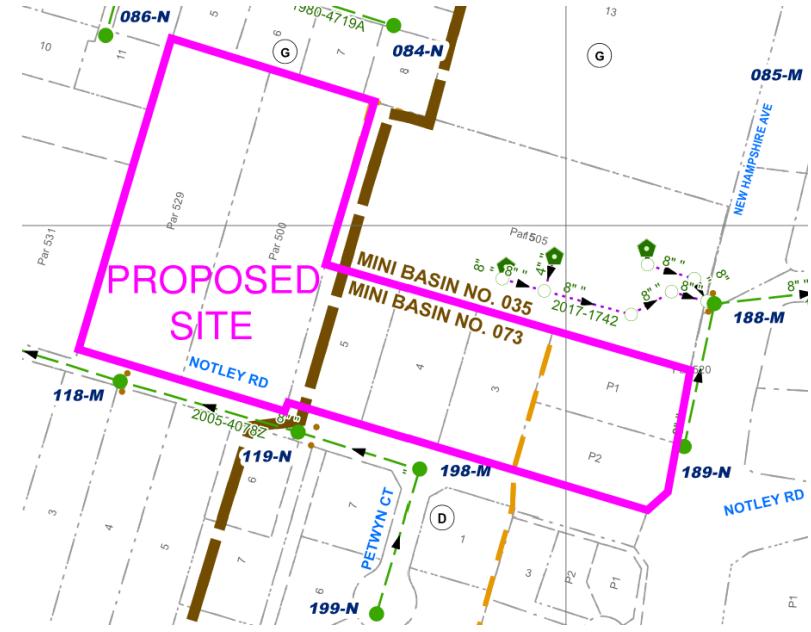
Frontage & Access

- 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 $\frac{1}{4}$ mile: Midland Road & New Hampshire Avenue, which is operating below the applicable congestion standard.

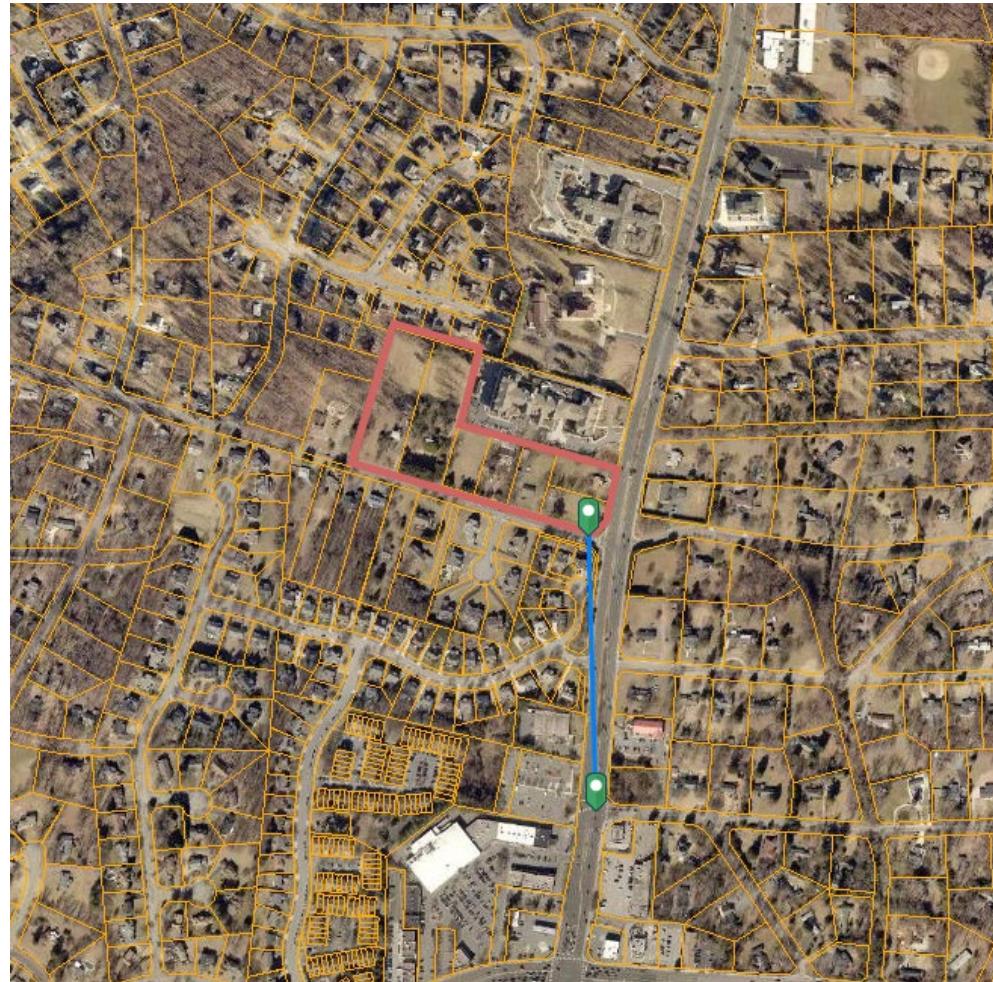
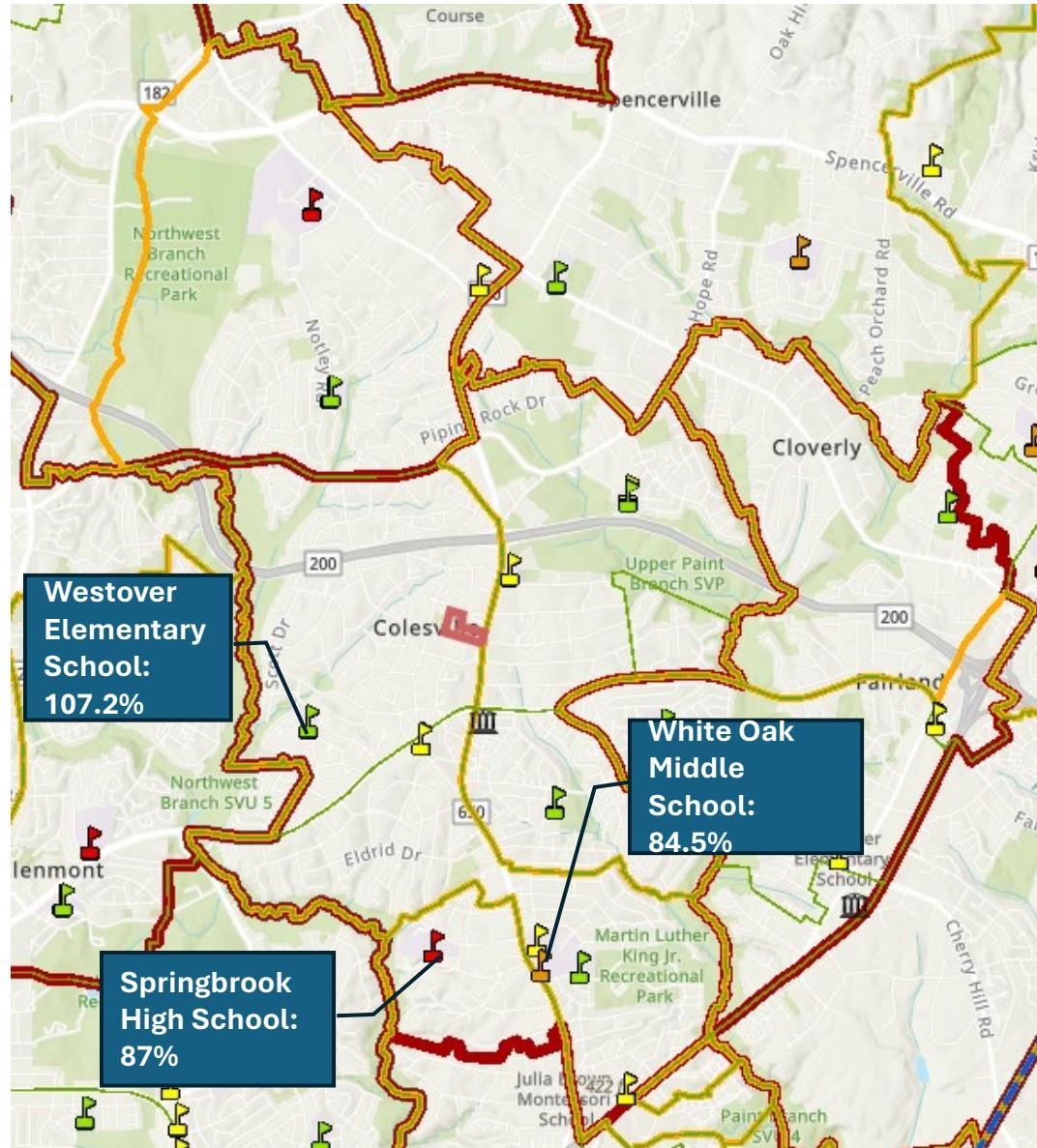


Table 1: CLV Results

| 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

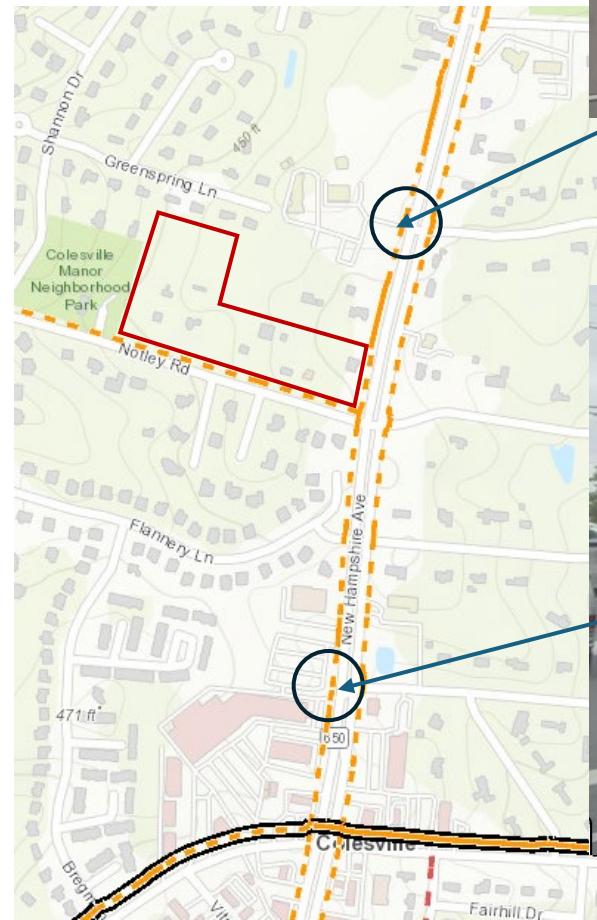
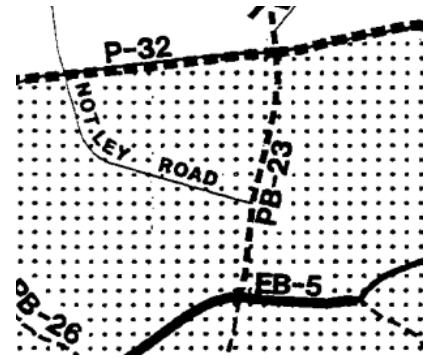
The site is adjacent to a route that provides access to an existing or master-planned school within $\frac{1}{2}$ mile. YES

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 $\frac{3}{4}$ 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 $\frac{1}{4}$ mile. YES

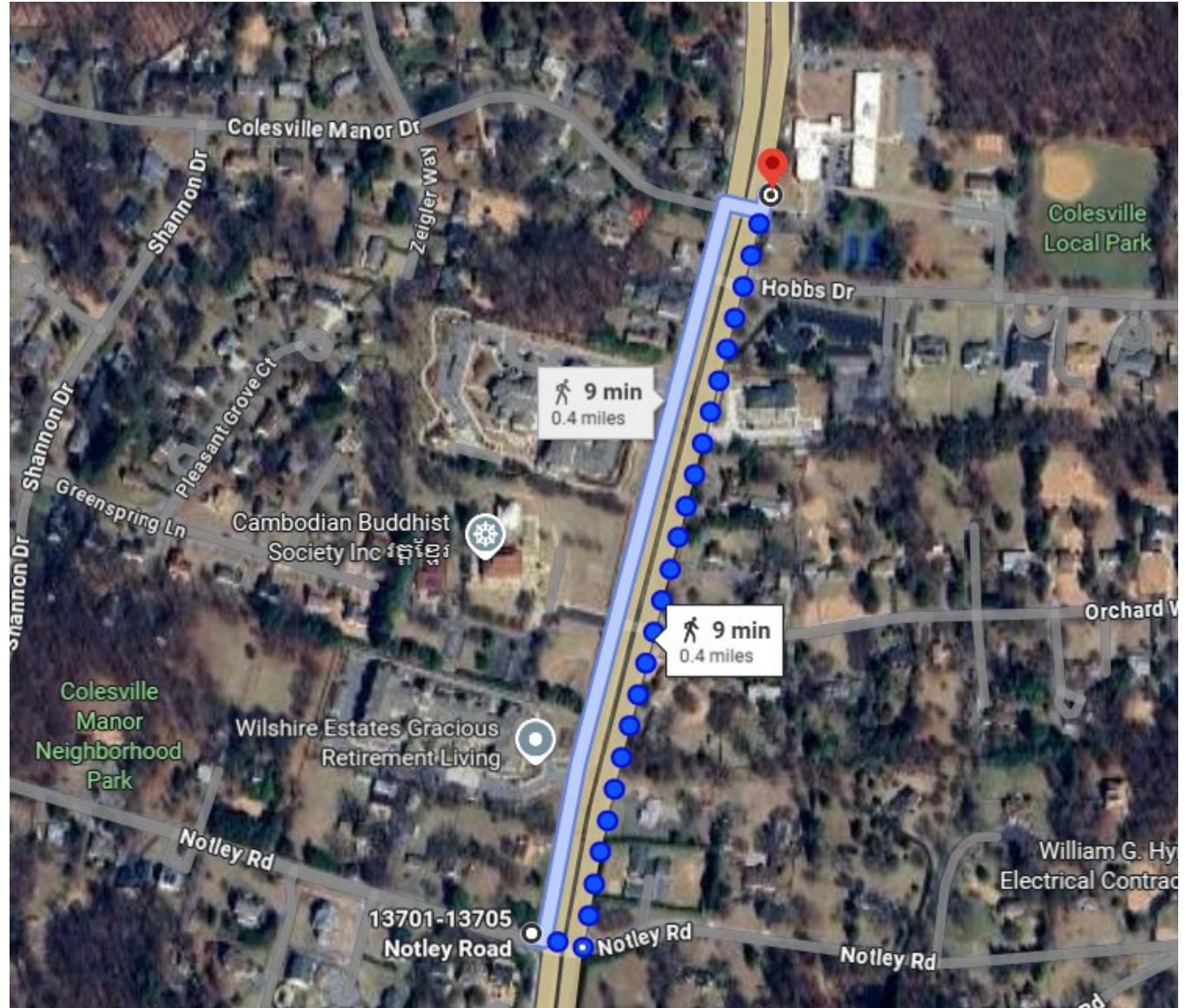
Bicyclist Route

- 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



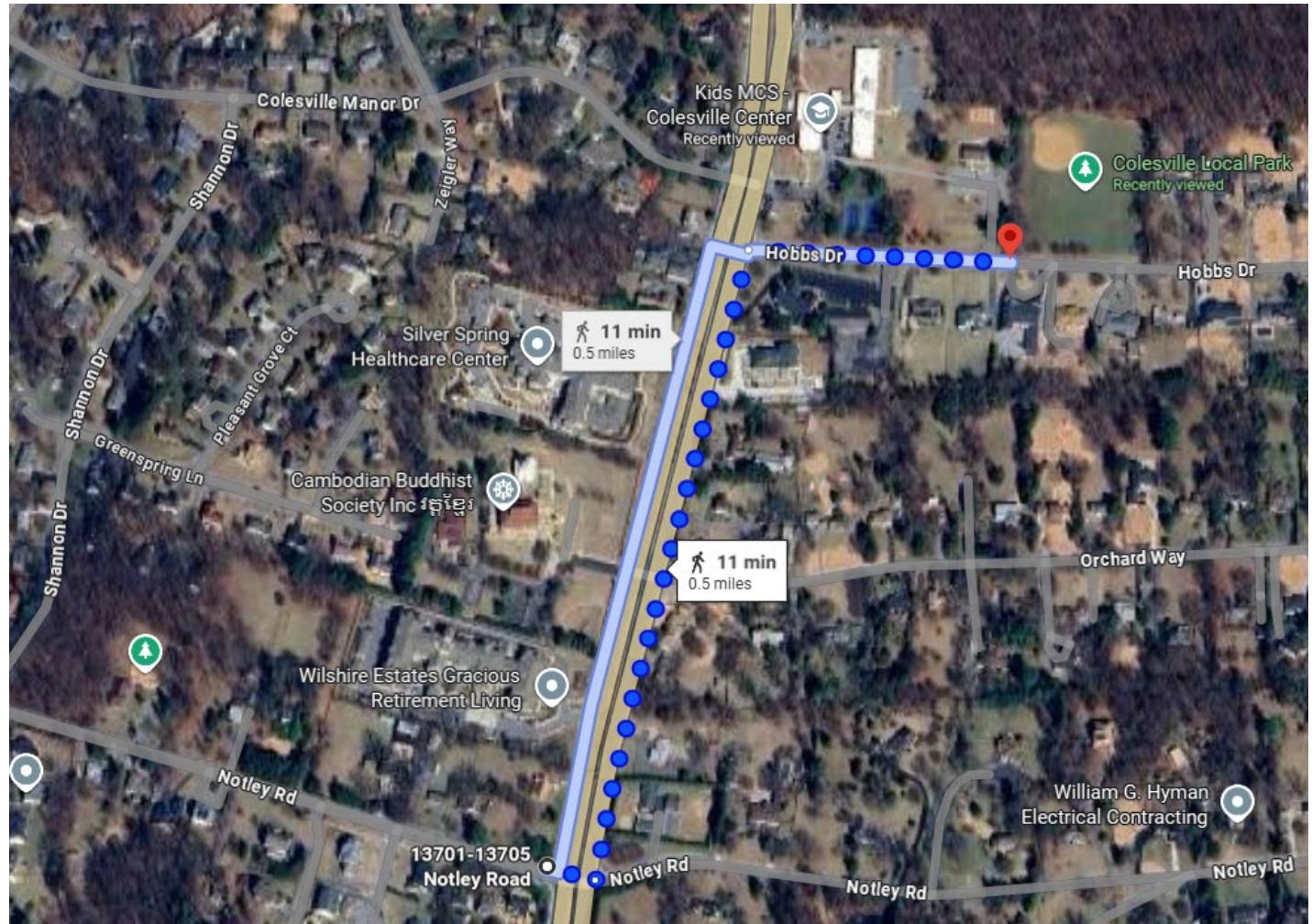
School Proximity

- The site is adjacent to a route that provides access to an existing or master-planned school within $\frac{1}{2}$ 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



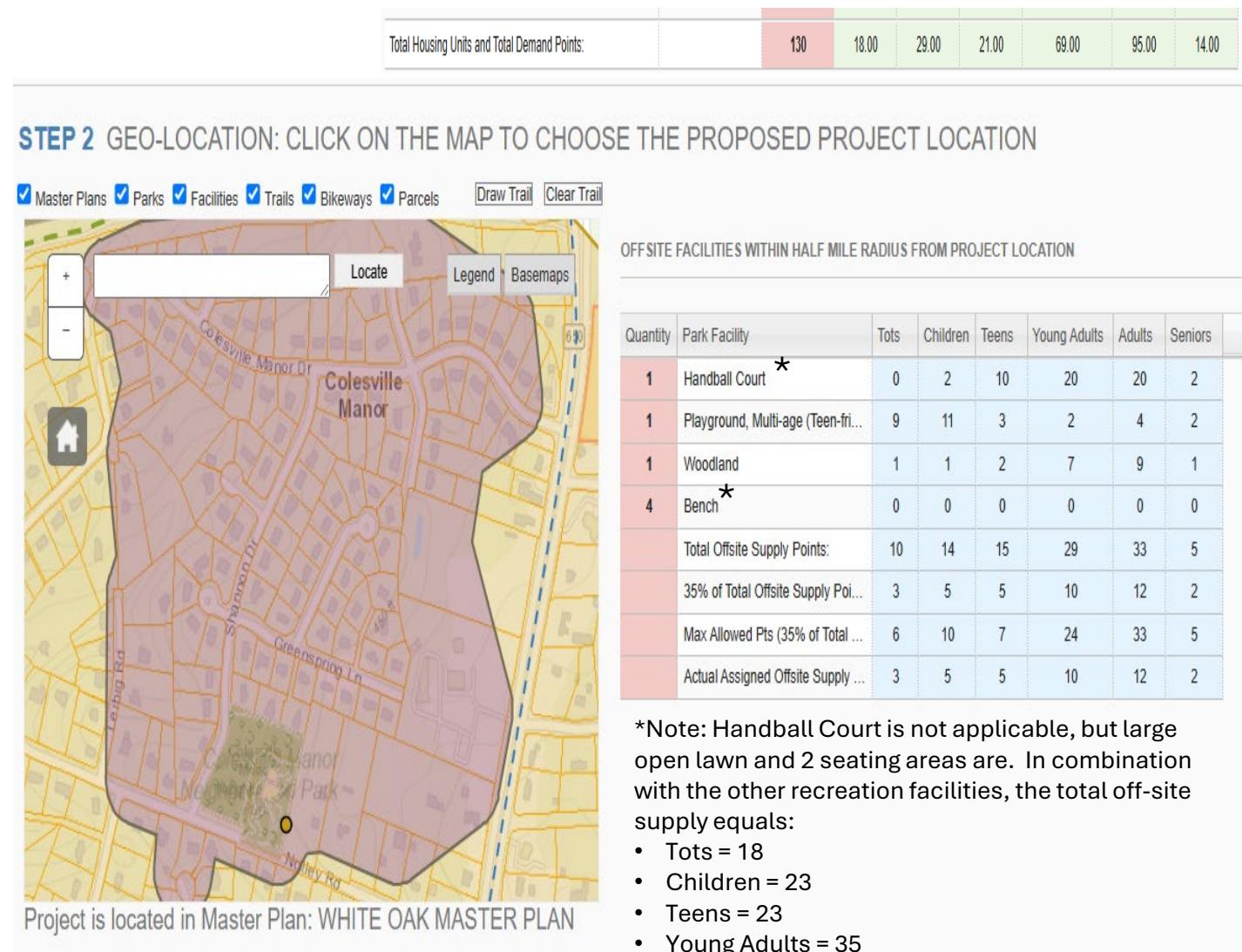
Recreation Facilities

- 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



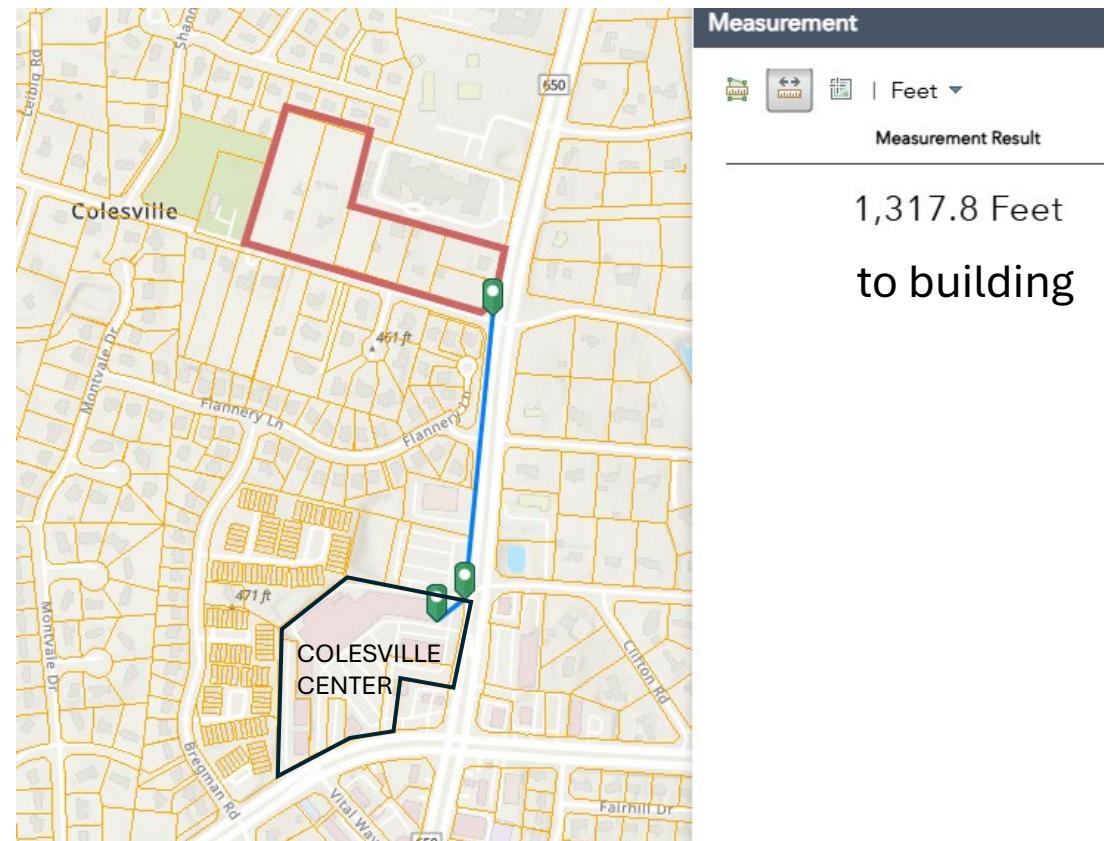
Recreation Facilities

- 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, YES
floodplain, wetland, or environmental buffer or any slopes greater than 25% or
slopes greater than 15% where erodible soils are present.

The site does not contain any forest or, if forest is present, the limits of YES
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.

The site does not contain any rare, threatened, or endangered species or YES
critical habitats listed by the Maryland Department of Natural Resources.

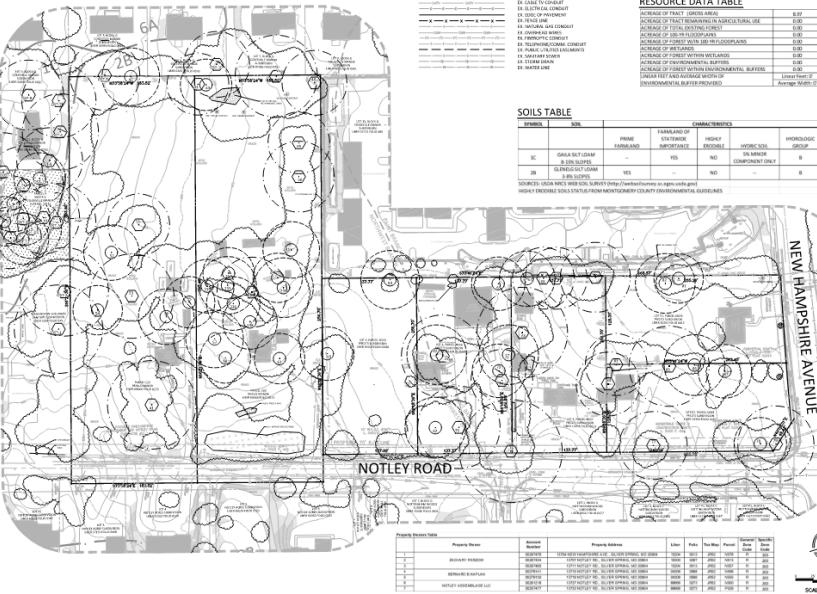
The site is on land containing contaminated soils and is developed in NO
conjunction with an environmental Voluntary Cleanup Program under the
Maryland Department of Environmental Protection.

The site is currently developed with more than 75% impermeable surfaces, NO
including paving and roofed-structures, and does not currently provide
stormwater management meeting the standards applicable on the date of
filing.

Buffers & Slopes

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

NOTLEY ROAD
SIMPLIFIED NATURAL RESOURCE INVENTORY
M-NCPPC FILE NUMBER 420251460



Endangered Species & Habitats



Wes Moore, Governor
Aruna Miller, Lt. Governor
Josh Kurtz, Secretary
David Goshorn, Deputy Secretary

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.

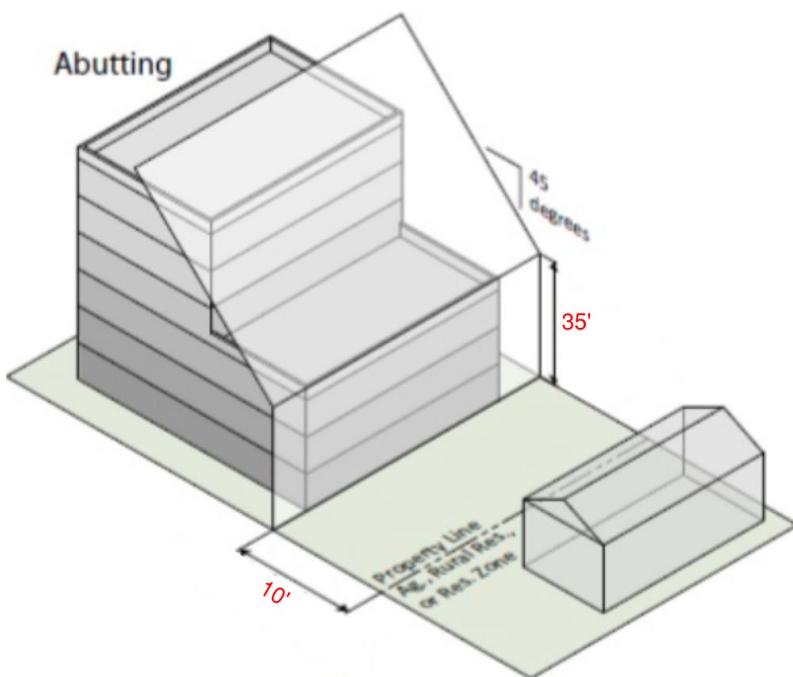
Sincerely,

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



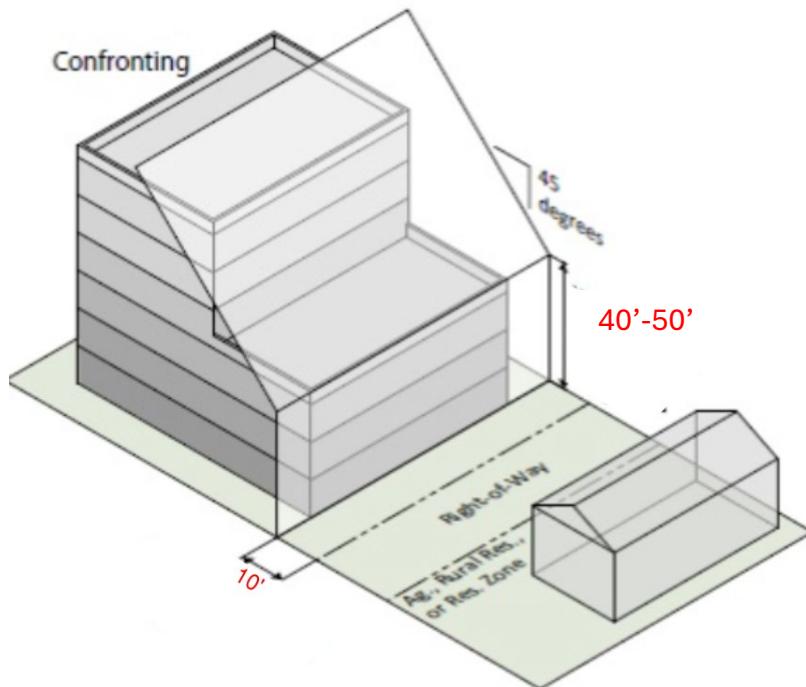
Section 4.1.8.A. Setback Compatibility

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



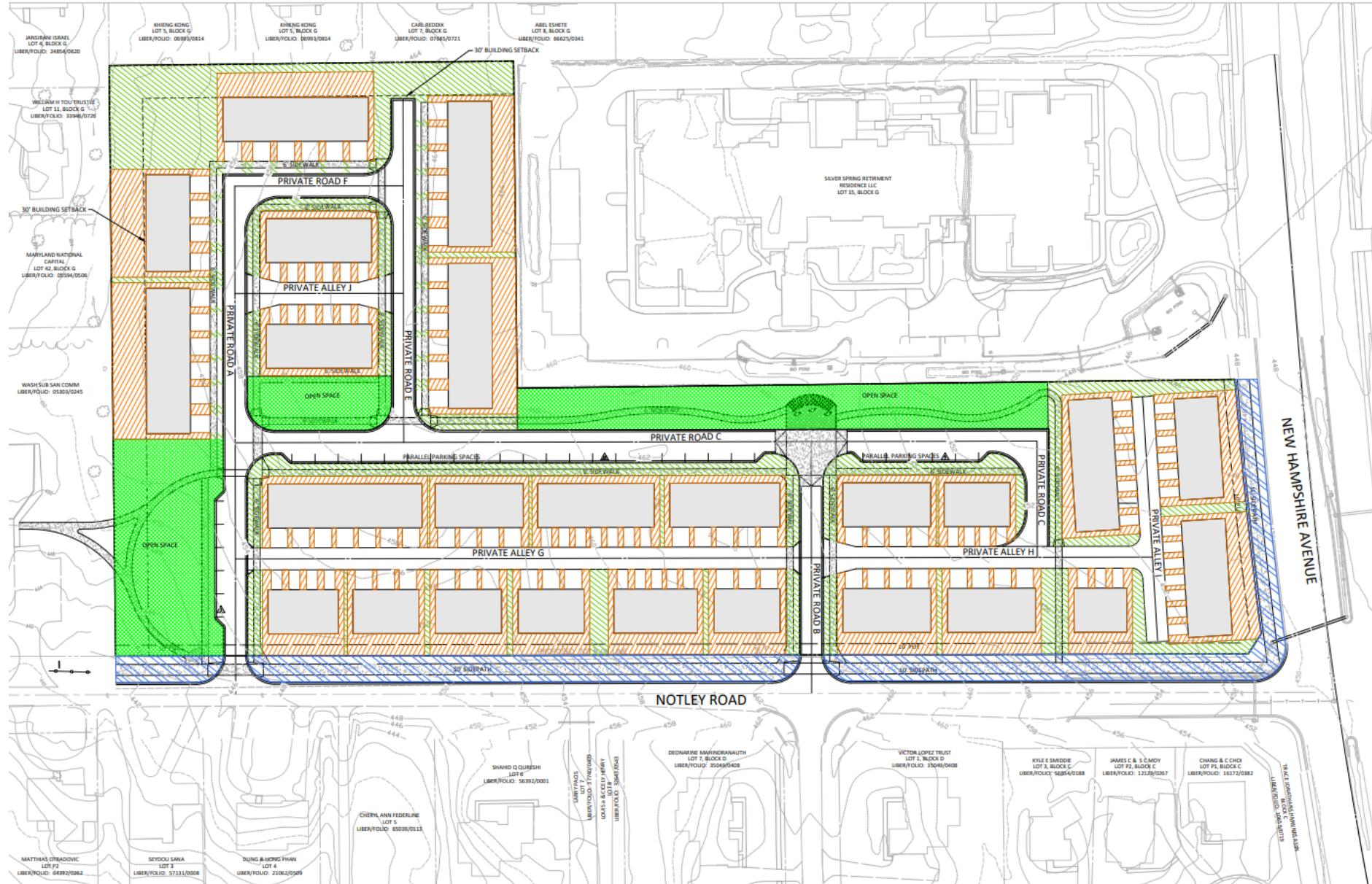
Section 4.1.8.A. Setback Compatibility

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.

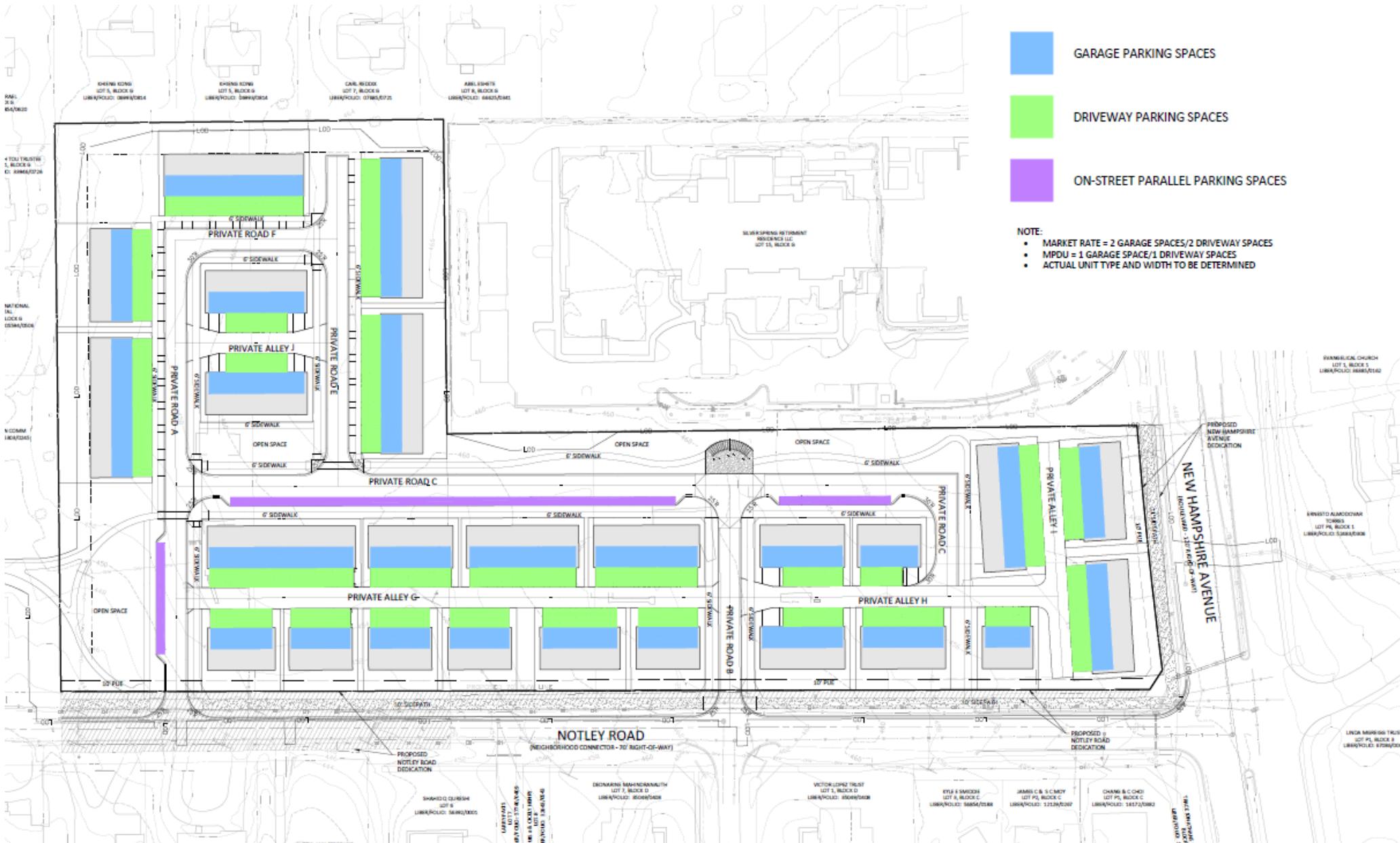
Section 4.1.8.B. Height Compatibility

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 ____)

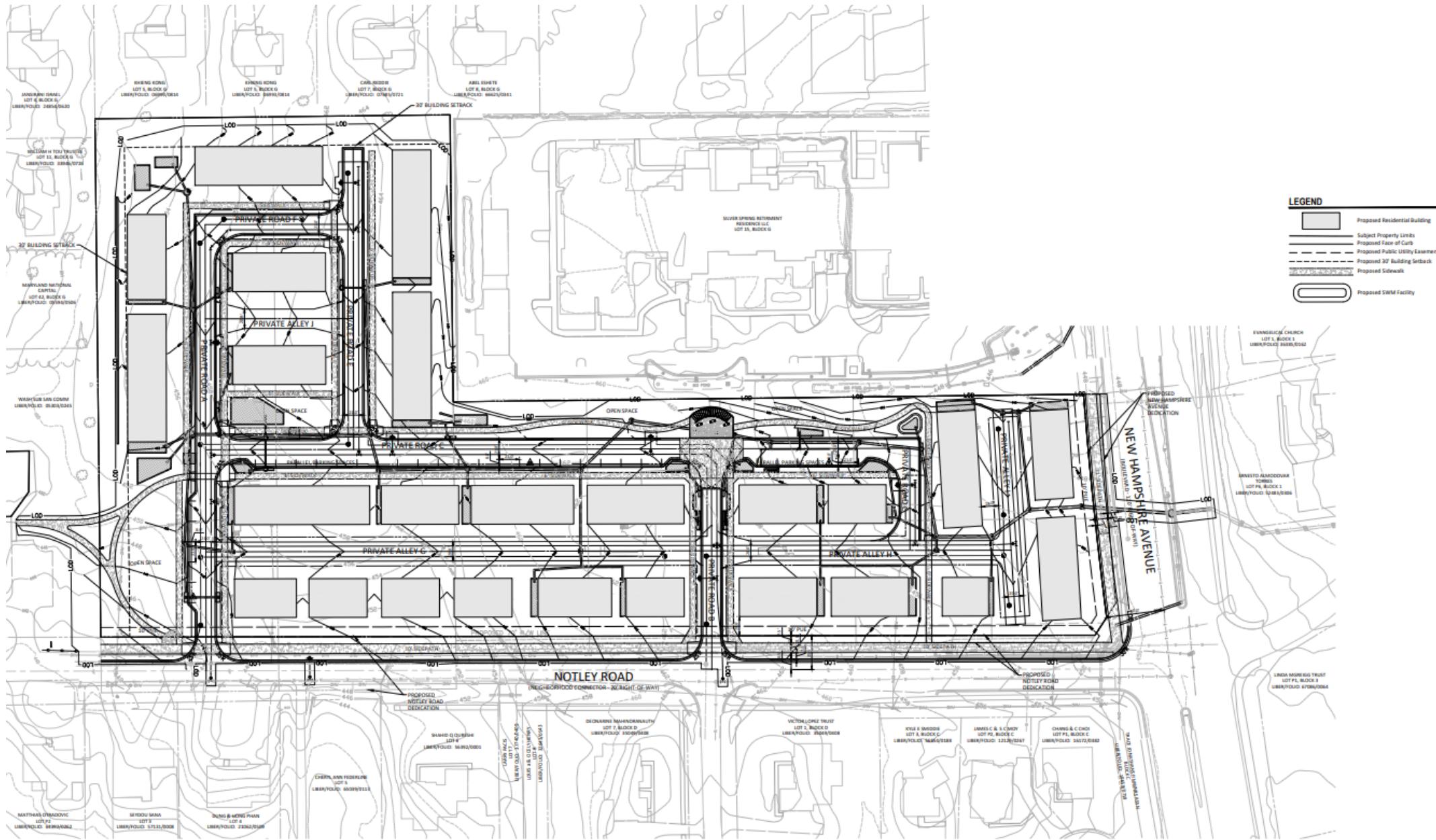


For Illustrative Purposes Only

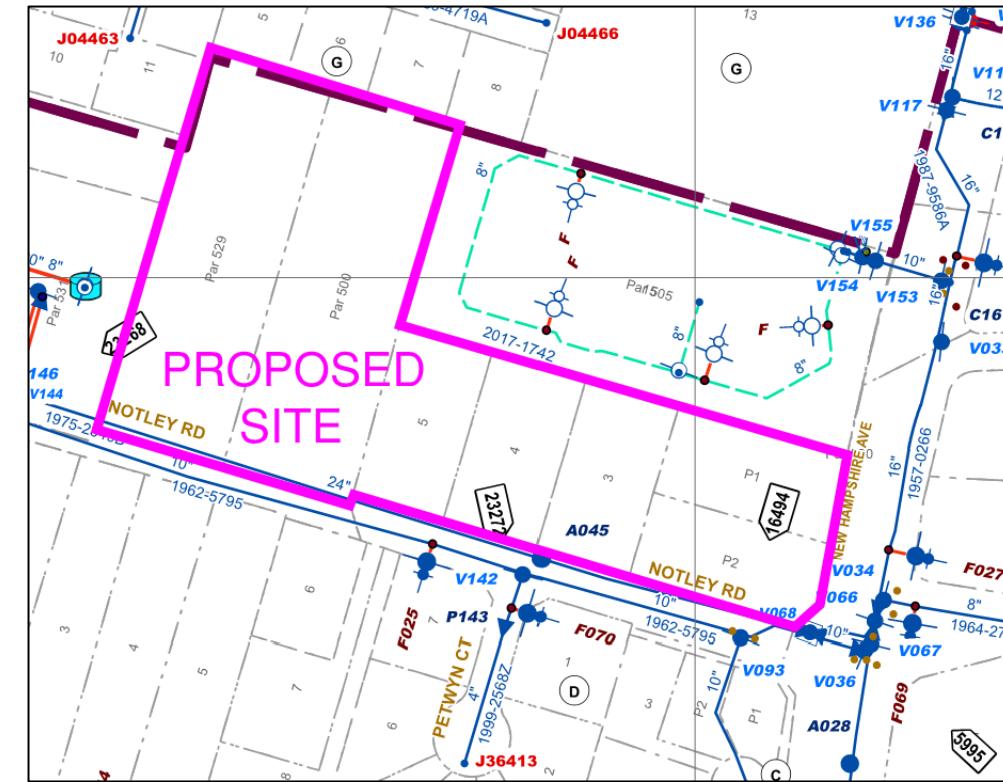
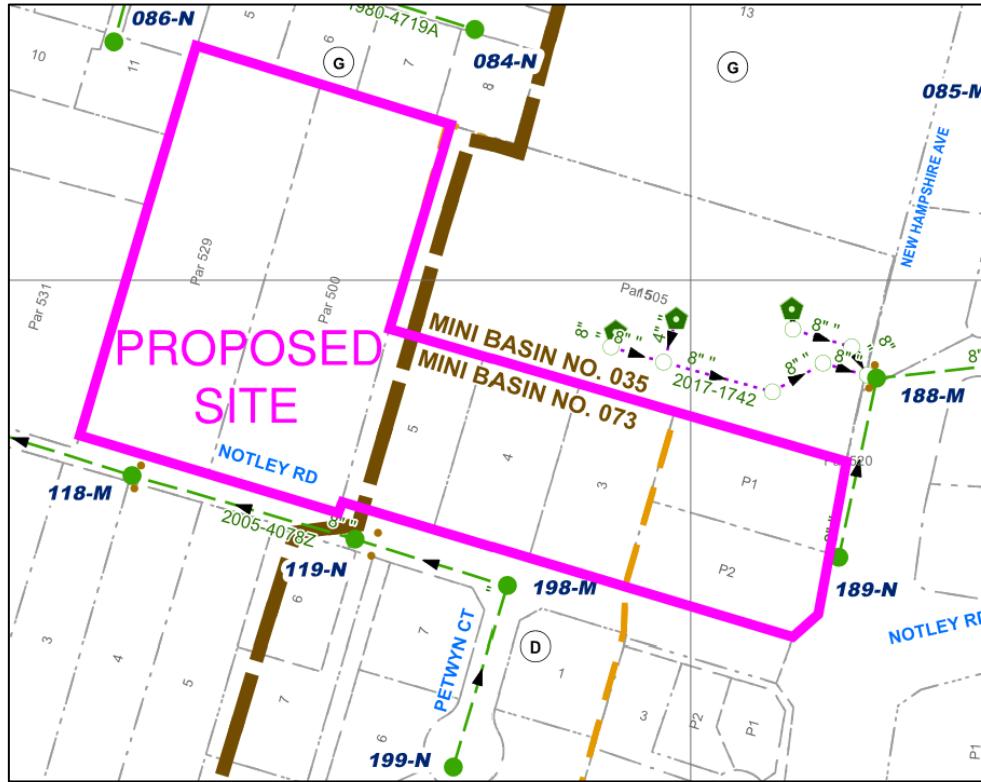
Existing Access (Exhibit ____)



Floating Zone Plan (Exhibit ____)

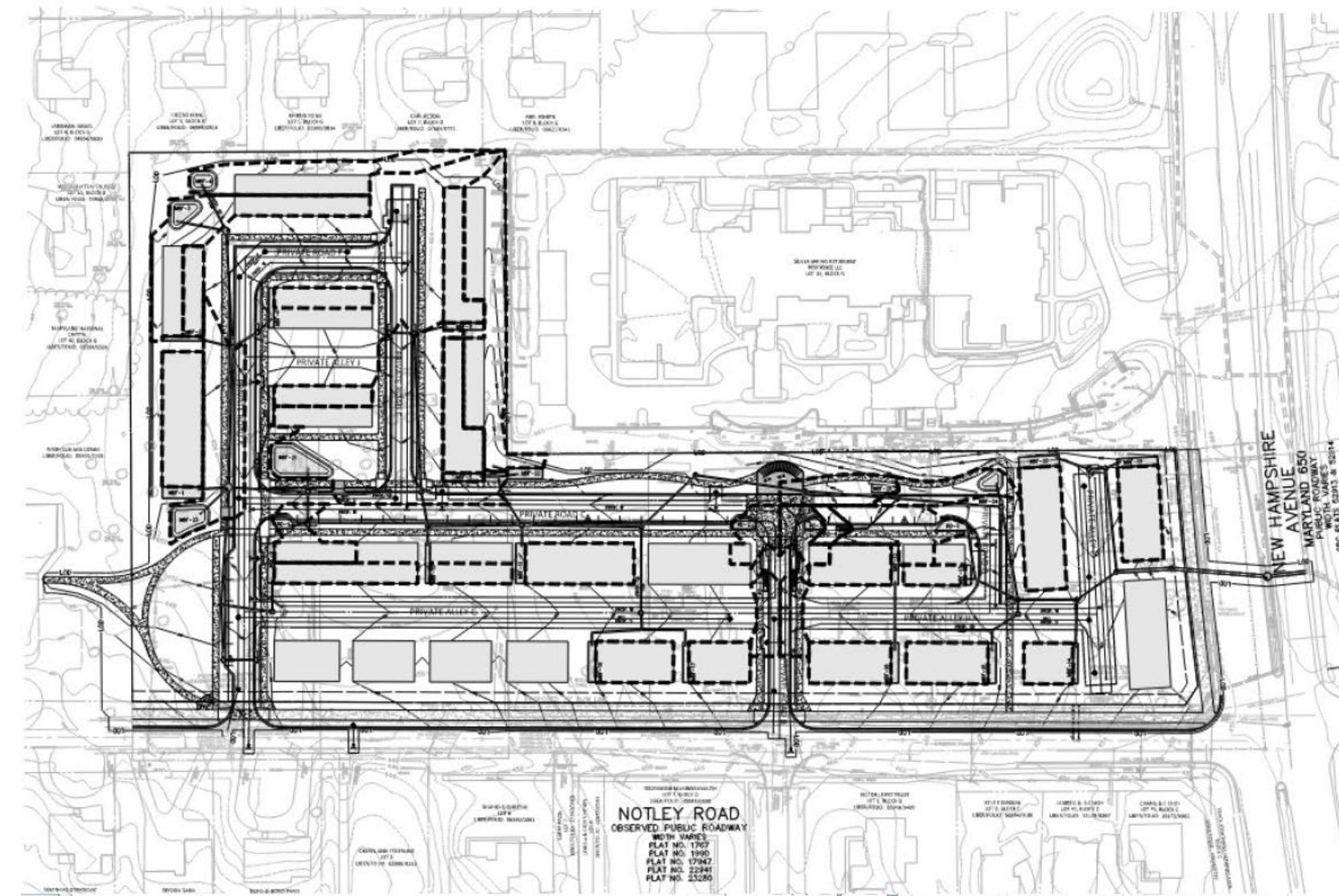


Water/Sewer (Exhibit ____)



Schematic Stormwater (Exhibit 45)

Exhibit 45 OZAH Case No: H-159



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301.813.1000 | via.com
4041 Peachtree Rd. NE, Suite 215
Atlanta, GA 30309
248.882.4000 | via.com
Our Skin Set on the Future

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CONTACT: CHANDI BENNETT, S.E.
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sояти@hazardous.com

REVISIONS DATE

REVISIONS DATE

NOTLEY ROAD
STREETS/ROADS DISTRICT
MONTGOMERY COUNTY,
MD 20883
WSSC SED: 20883
TAK: MAP: 3882

H-159

SCHEMATIC
STORMWATER
MANAGEMENT
LAYOUT

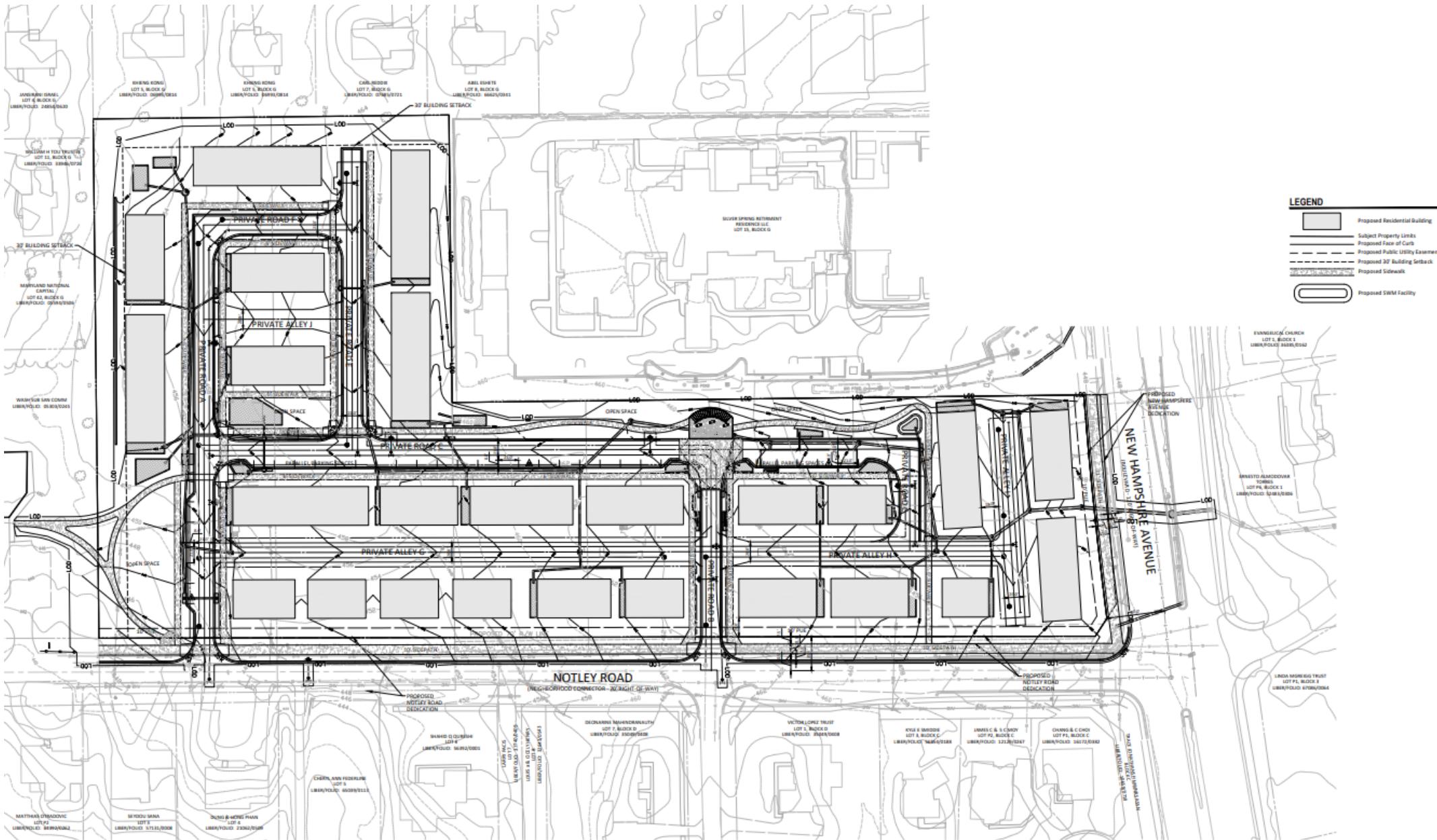
PROFESSIONAL: SCA



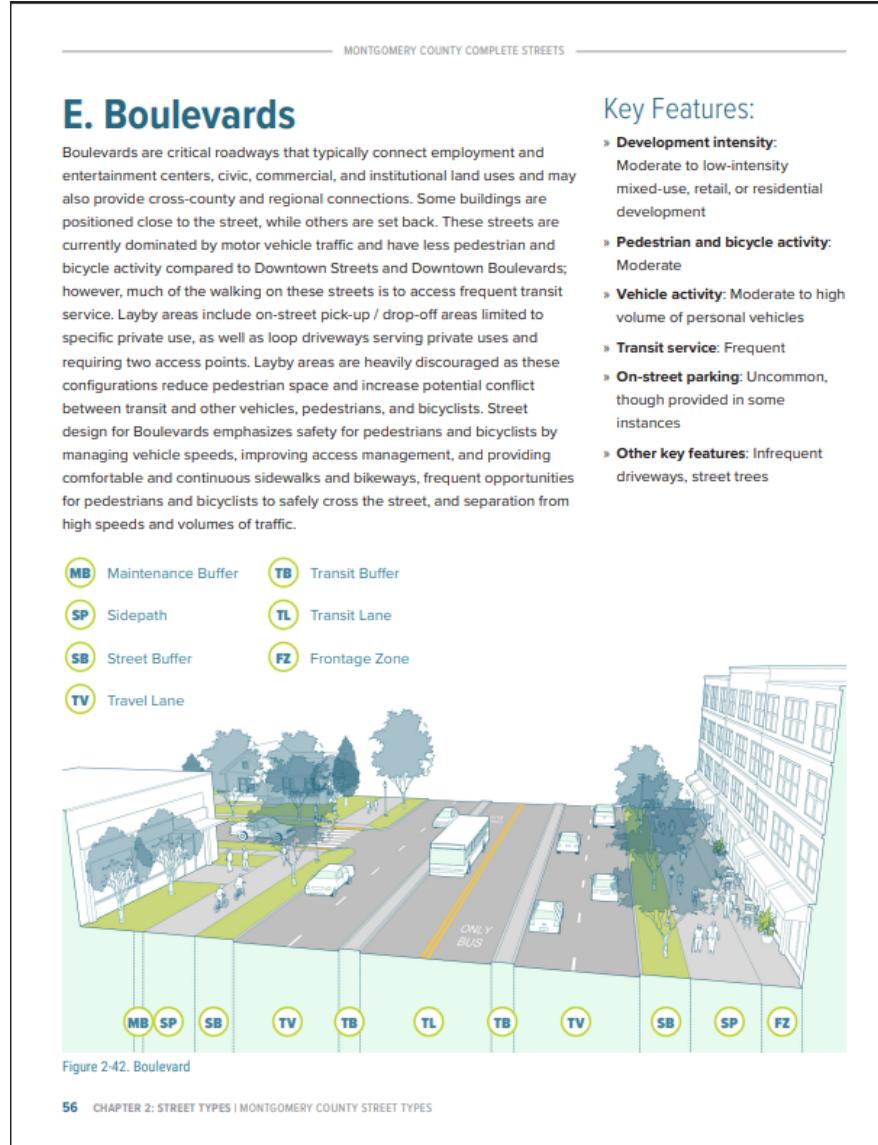
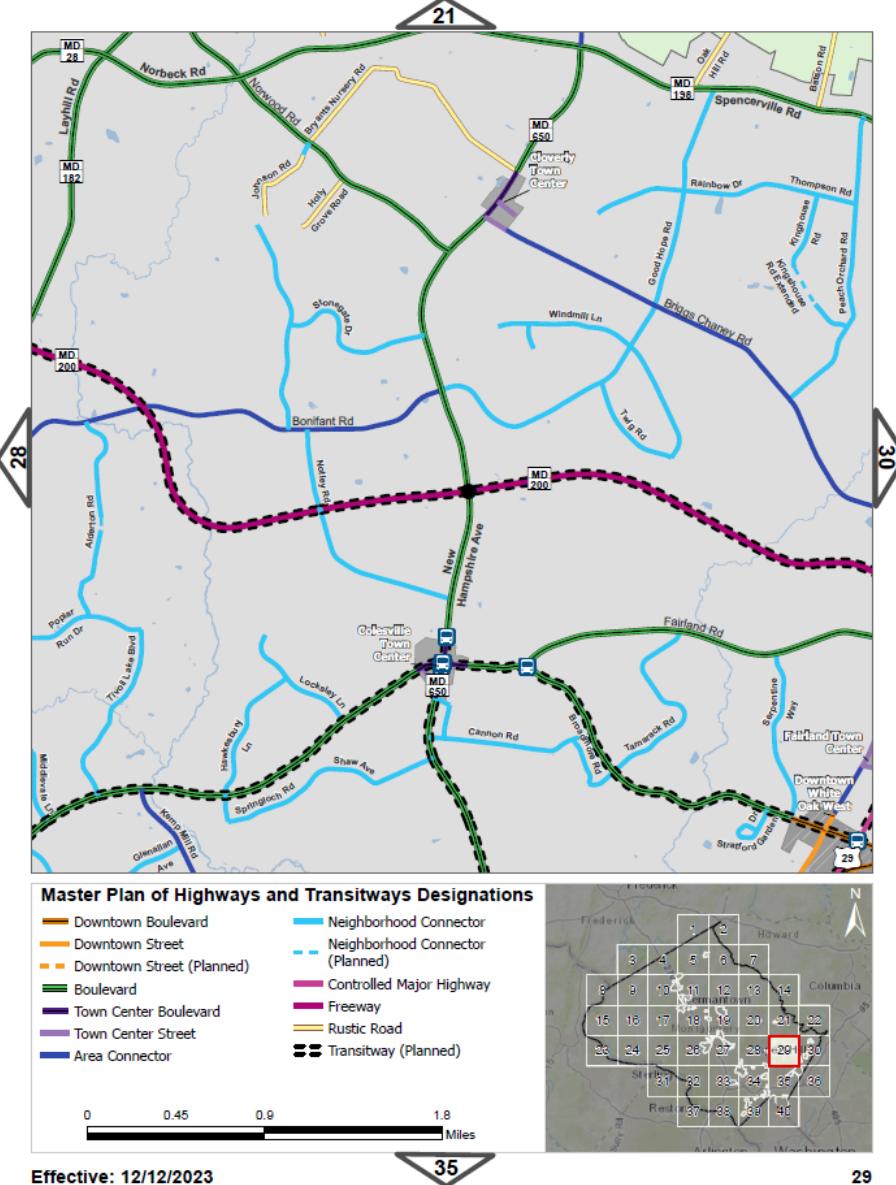
Existing Access (Exhibit ____)



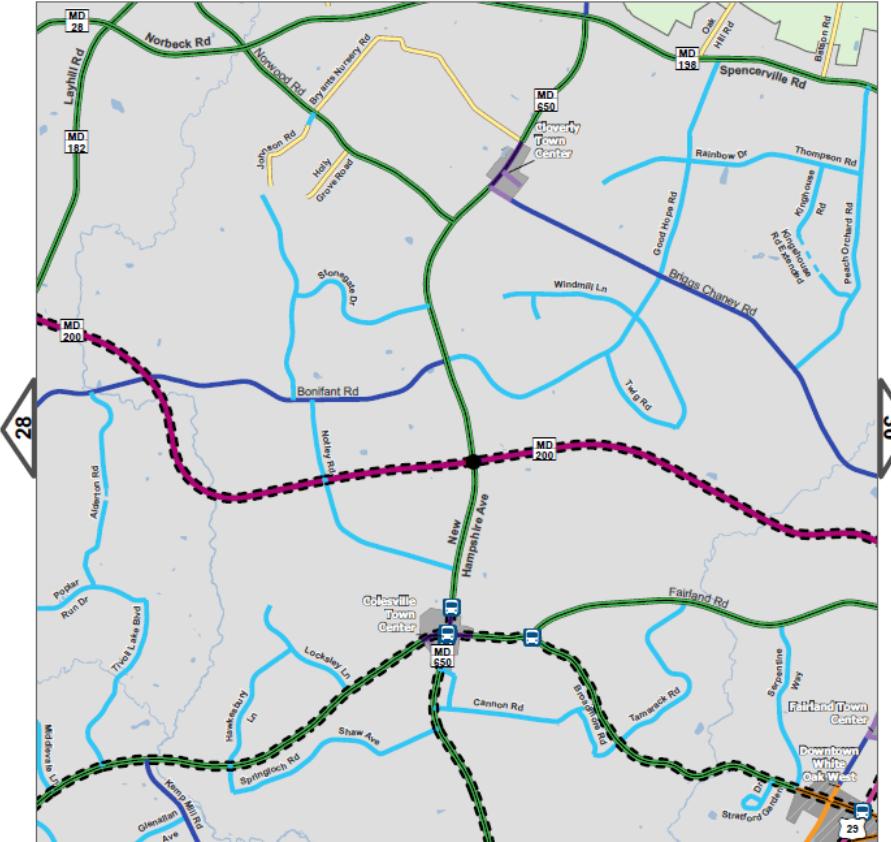
Floating Zone Plan (Exhibit ____)



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



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



Effective: 12/12/2023

35

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 Sidepath
- SB Street Buffer
- TV Travel Lane
- SW Sidewalk



Figure 2-56. Neighborhood Connector

29

SHA Classification (Exhibit ____)

maryland.maps.arcgis.com/apps/webappviewer/index.html?id=83797b4feb2c48f190606e9c2a440170

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION

MDOT SHA Roadway Functional Classification

Highway Functional Classification MDOT SHA Website

Search By Address / Road !

Overview

Functional Classification (CO 78)

Functional Class: MAJOR COLLECTOR

Route: COUNTY ROUTE (CO 78)

Route Name: NOTLEY RD

Cardinality: INVENTORY DIRECTION

Urban Area: Washington, DC-VA-MD

County: MONTGOMERY

Route ID: 15000CO00078-1

Measures (To → From): 0.00 → 1.31

Zoom to

+

-

i

Map

Home

Search

Print

Legend

Interstates

INTERSTATE

Principal Arterial (Other Freeways & Expressways)

PRINCIPAL ARTERIAL (OTHER FREEWAYS & EXPRESSWAYS)

Principal Arterial (Other)

PRINCIPAL ARTERIAL (OTHER)

Minor Arterial

MINOR ARTERIAL

Major Collector

MAJOR COLLECTOR

Minor Collector

MINOR COLLECTOR

Local

LOCAL

Federal Urbanized Area

Click to restore the map extent and layers visibility where you left off.

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 _____)



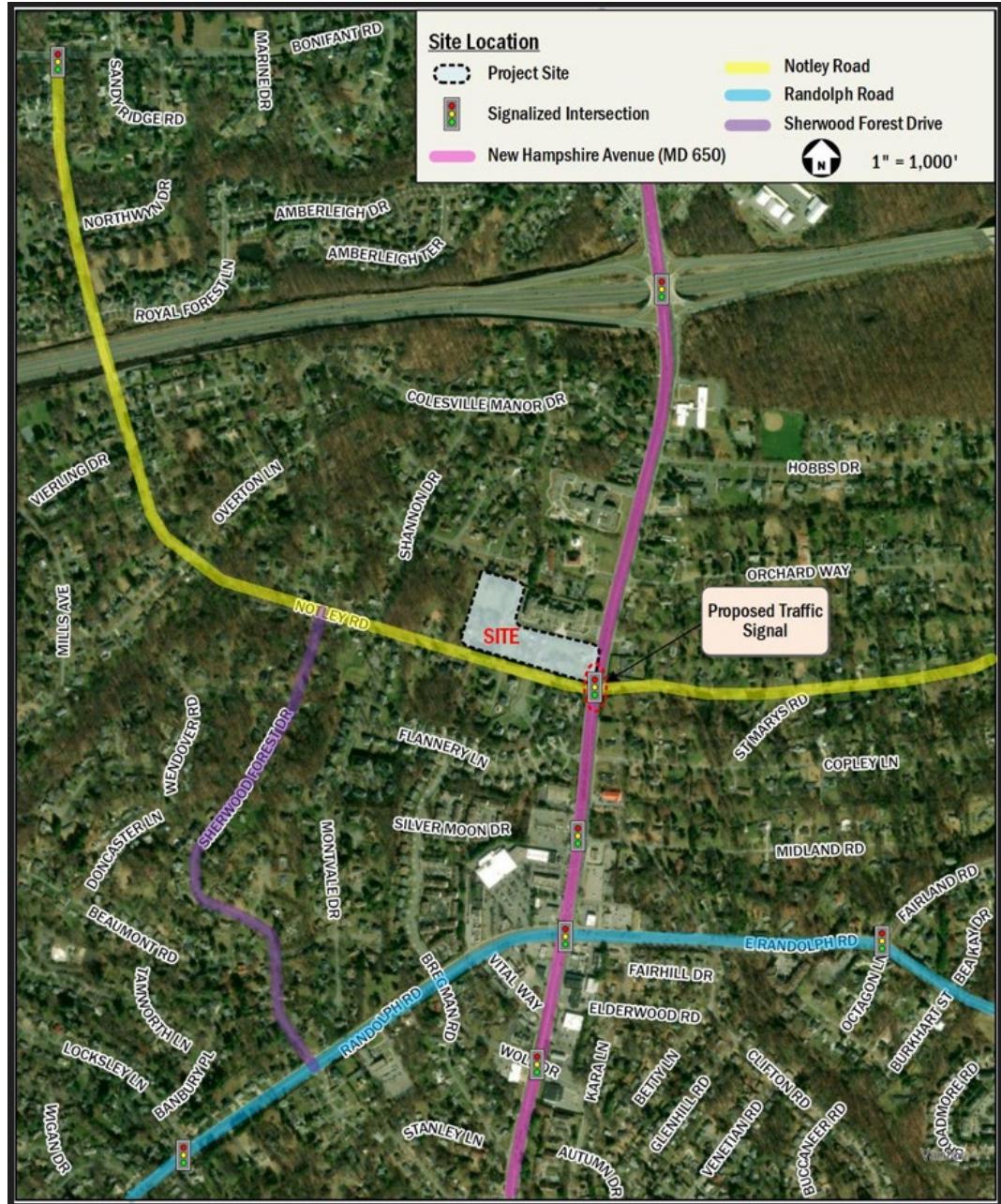
Figure 6: Study Intersections

CLV Table (Excerpt from Exhibit _____)

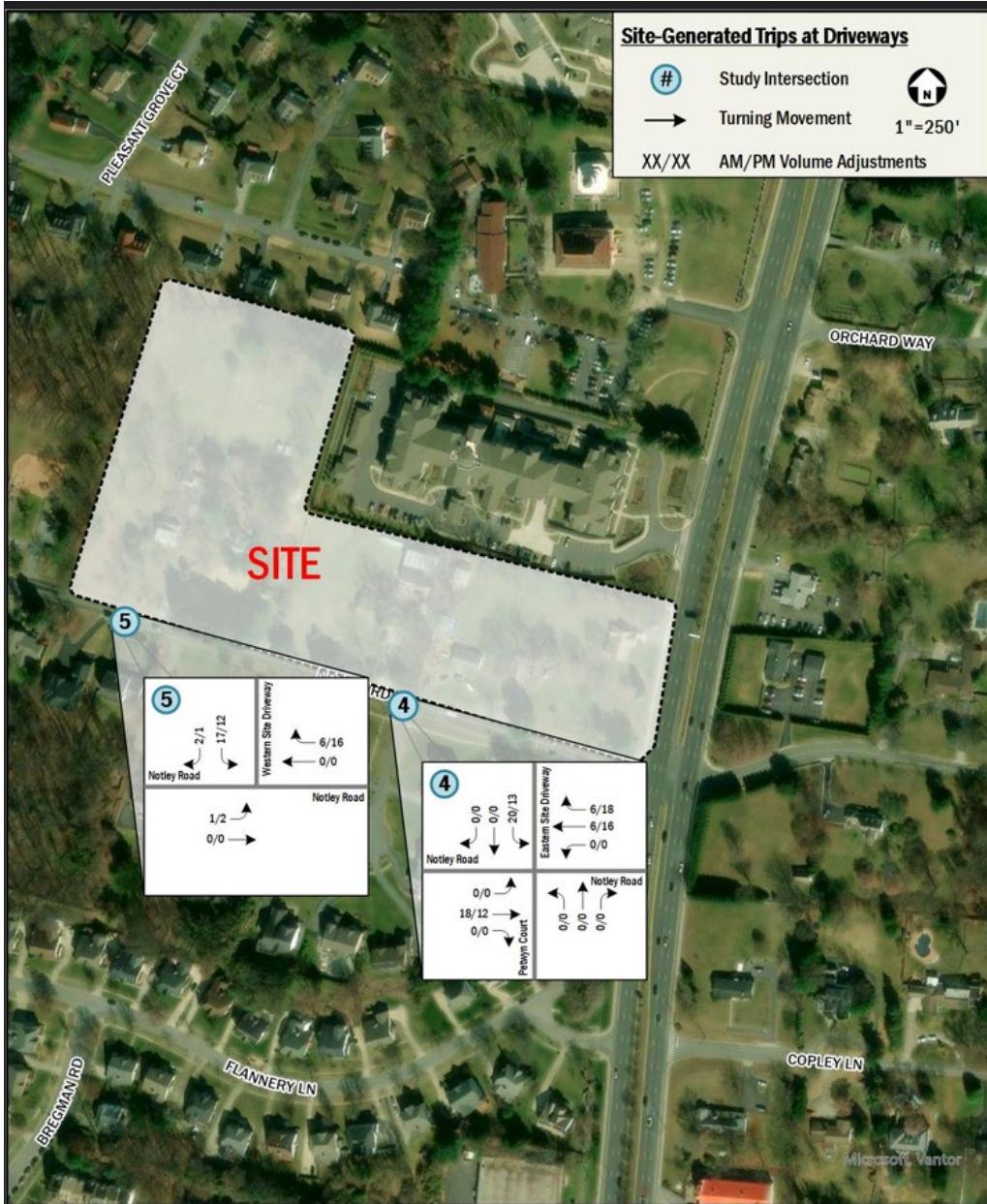
Table 6: Intersection CLV Delay Results

| 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 __)

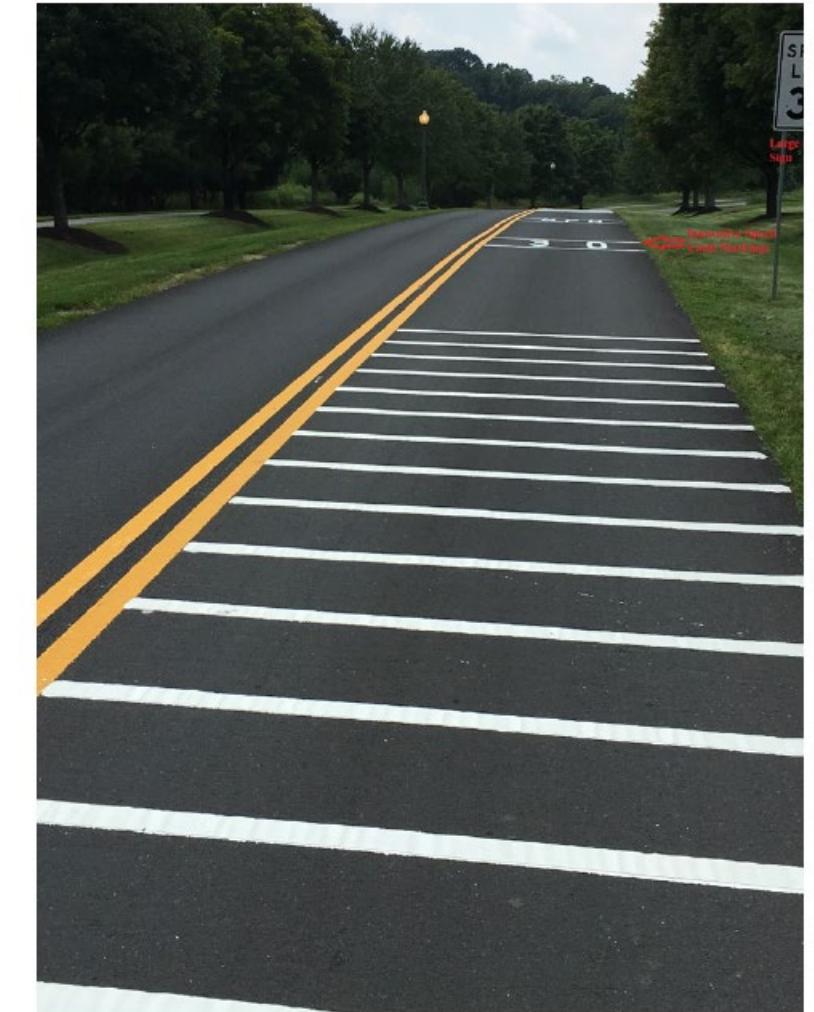


Figure 8-11. Example of optical speed bars

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 ____)

