

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)

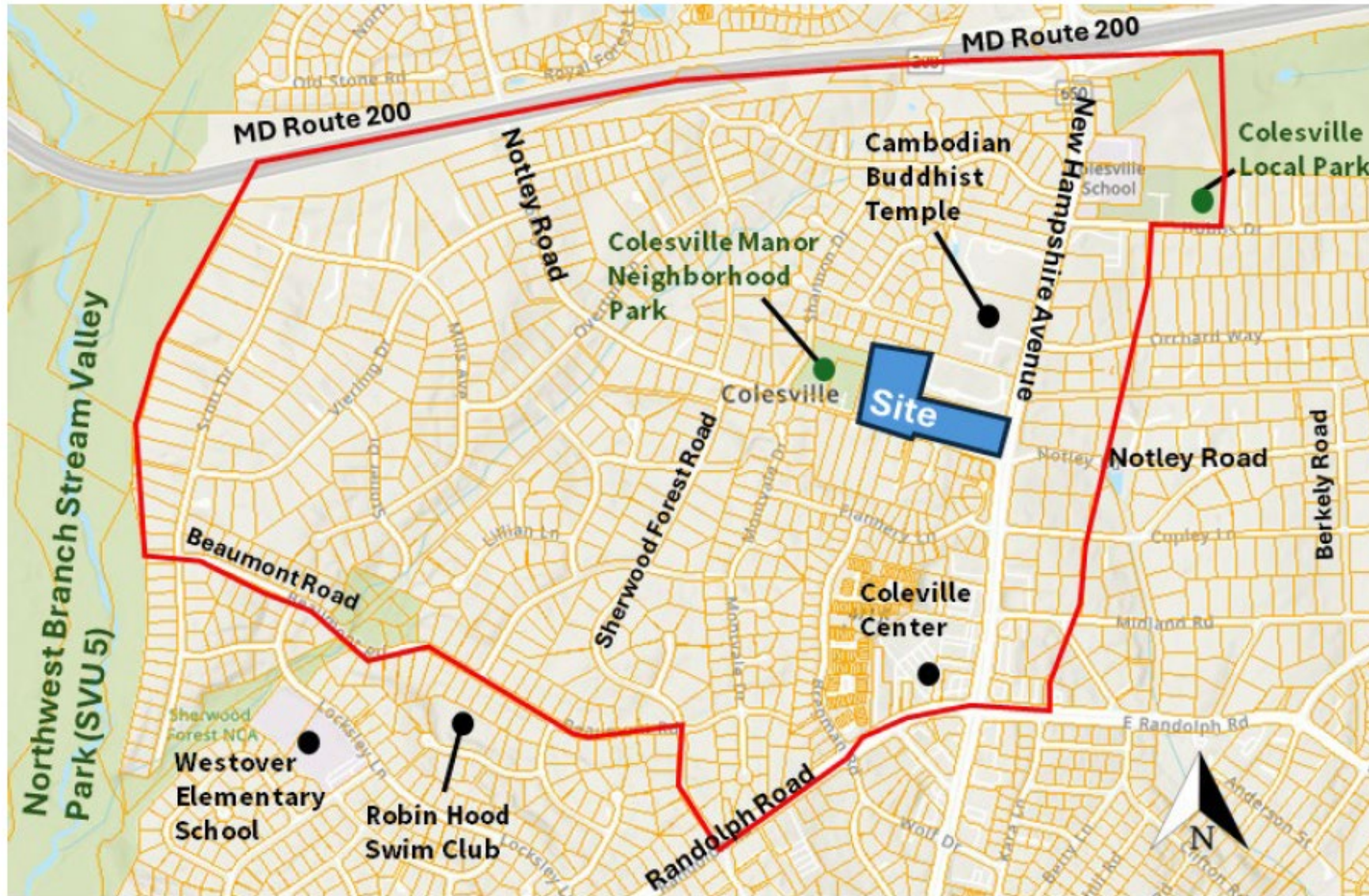
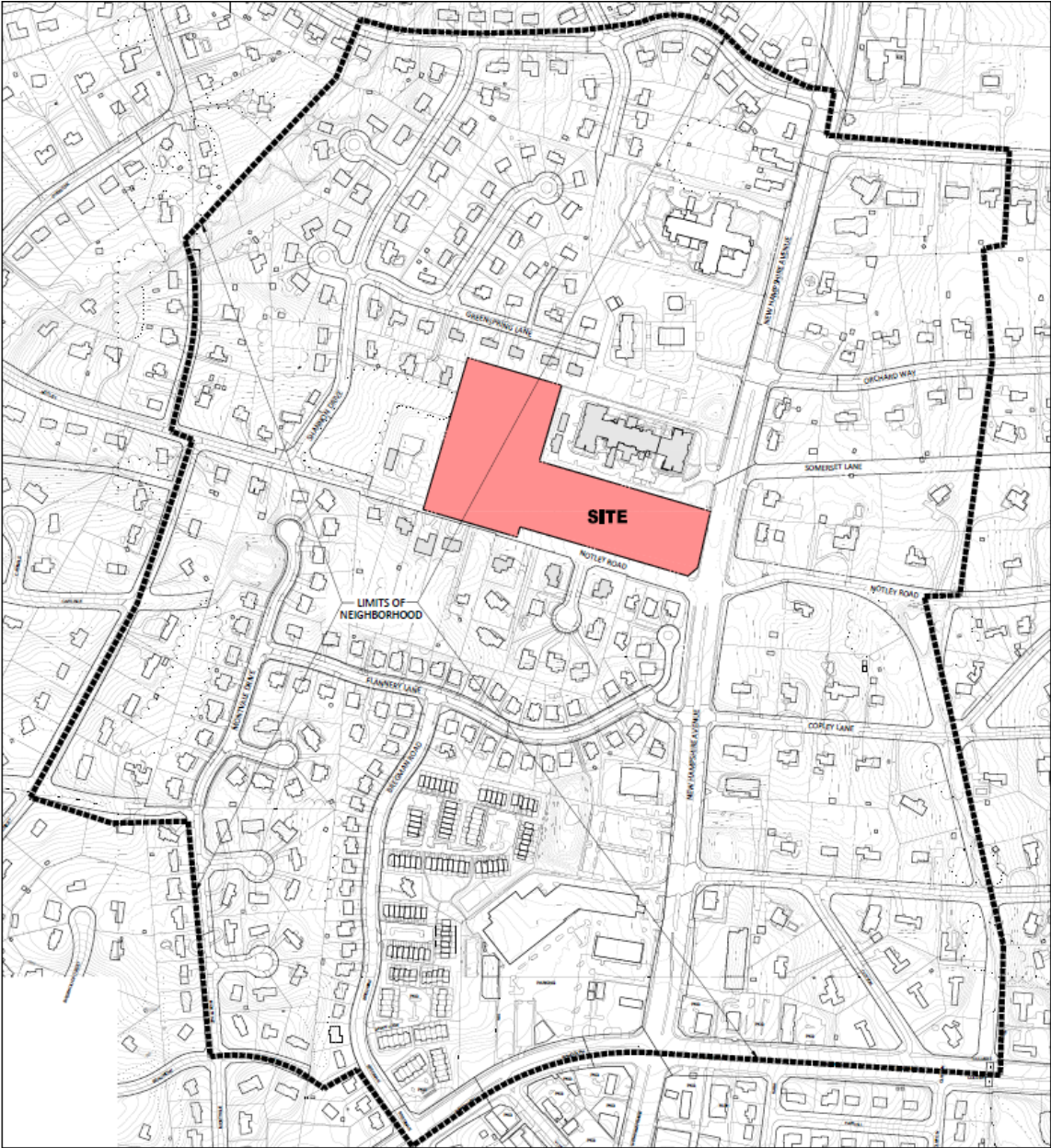


Figure 2: Staff-Defined Neighborhood

Proposed Neighborhood (Exhibit 23)



VICINITY MAP
SCALE: 1" = 200'

VIA
VIA MARYLAND, LLC
2001 Century Blvd, Suite 400
Gaithersburg, MD 20878
CONTACT: GUYD MALLER
410.286.0000
gmaller@via.com

PREPARED FOR:
NOTLEY ASSOCIATION
LLC
1930 ASSOCIATION
DRIVE
KATHOL, VA 22081
CONTACT: GUYD MALLER
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PLANNER & CIVIL ENGINEER:
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2001 CENTURY BOULEVARD
SUITE 400
GAITHERSBURG, MD 20878
CONTACT: GUYD MALLER, P.E.
gmaller@via.com

LANDSCAPE ARCHITECT:
VIA MARYLAND, LLC
2001 CENTURY BOULEVARD
SUITE 400
GAITHERSBURG, MD 20878
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Exhibit 23
OZAH Case No: H-159

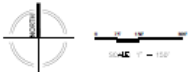
REVISIONS	DATE

NOTLEY ROAD
19TH DISTRICT DISTRICT
MONTGOMERY COUNTY,
MARYLAND
WISCONSIN ZONING
TAX MAP 2012
BH-159

**SURROUNDING
NEIGHBORHOOD
PLAN**

PROFESSIONAL SEAL

APPROVED BY:
GUYD MALLER
DESIGNED BY: GUYD MALLER
DATE: 08/22/2012
PROJECT: VM50728
SHEET: 1
LAW: 1



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

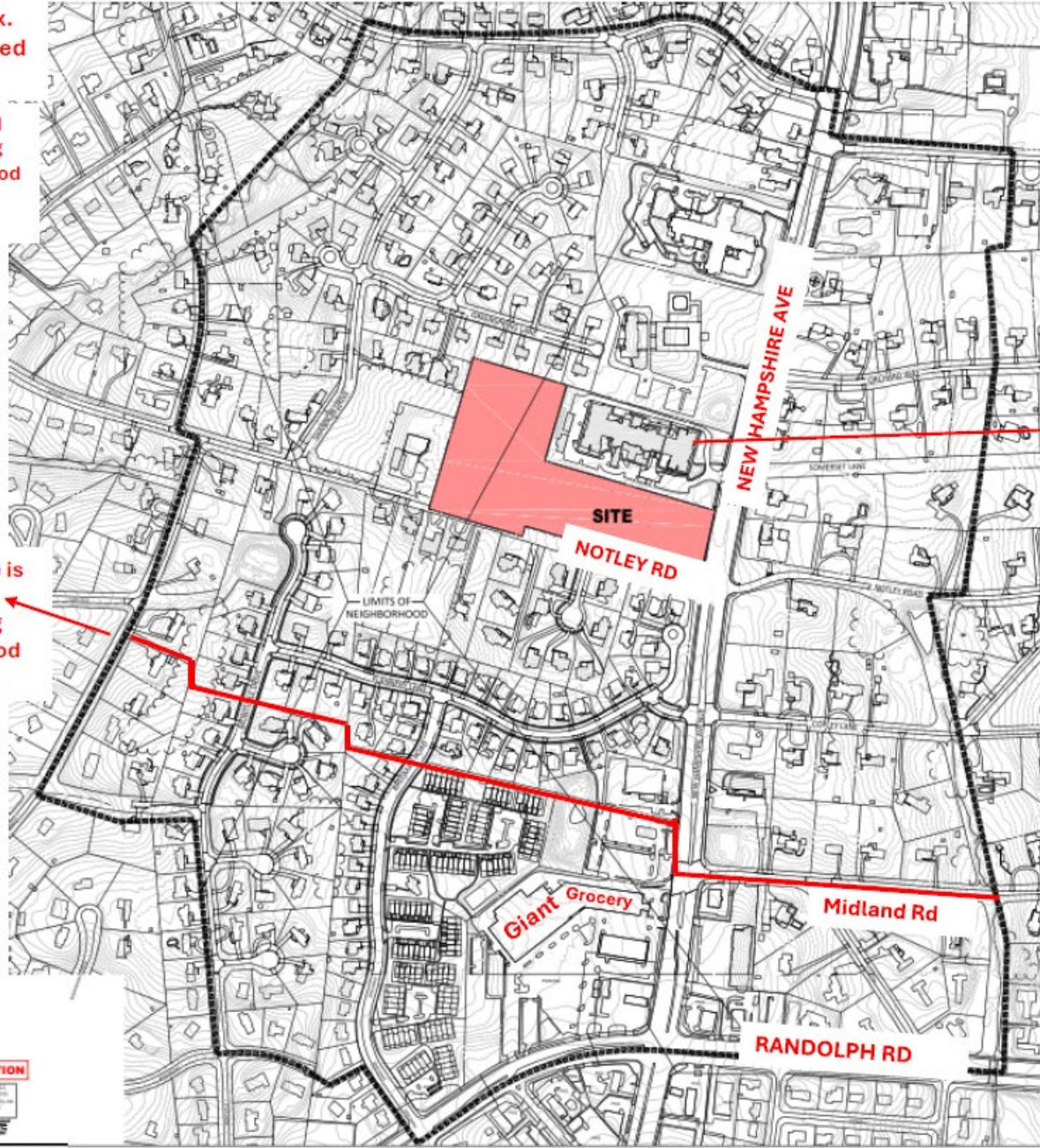


Exhibit 57 (d)
OZAH Case No: H-159

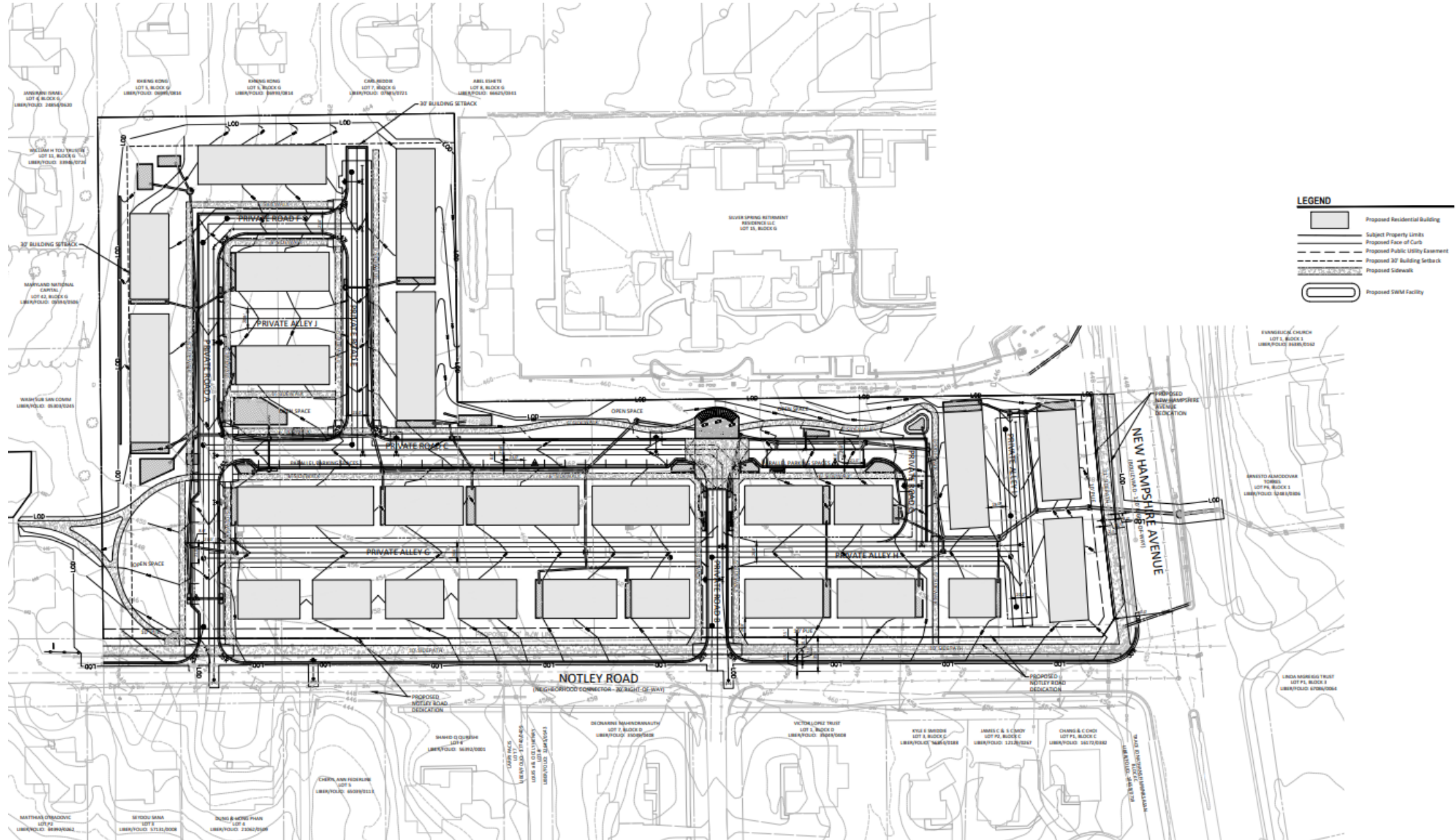
Wilshire Estates:
Senior Living

NOT FOR CONSTRUCTION

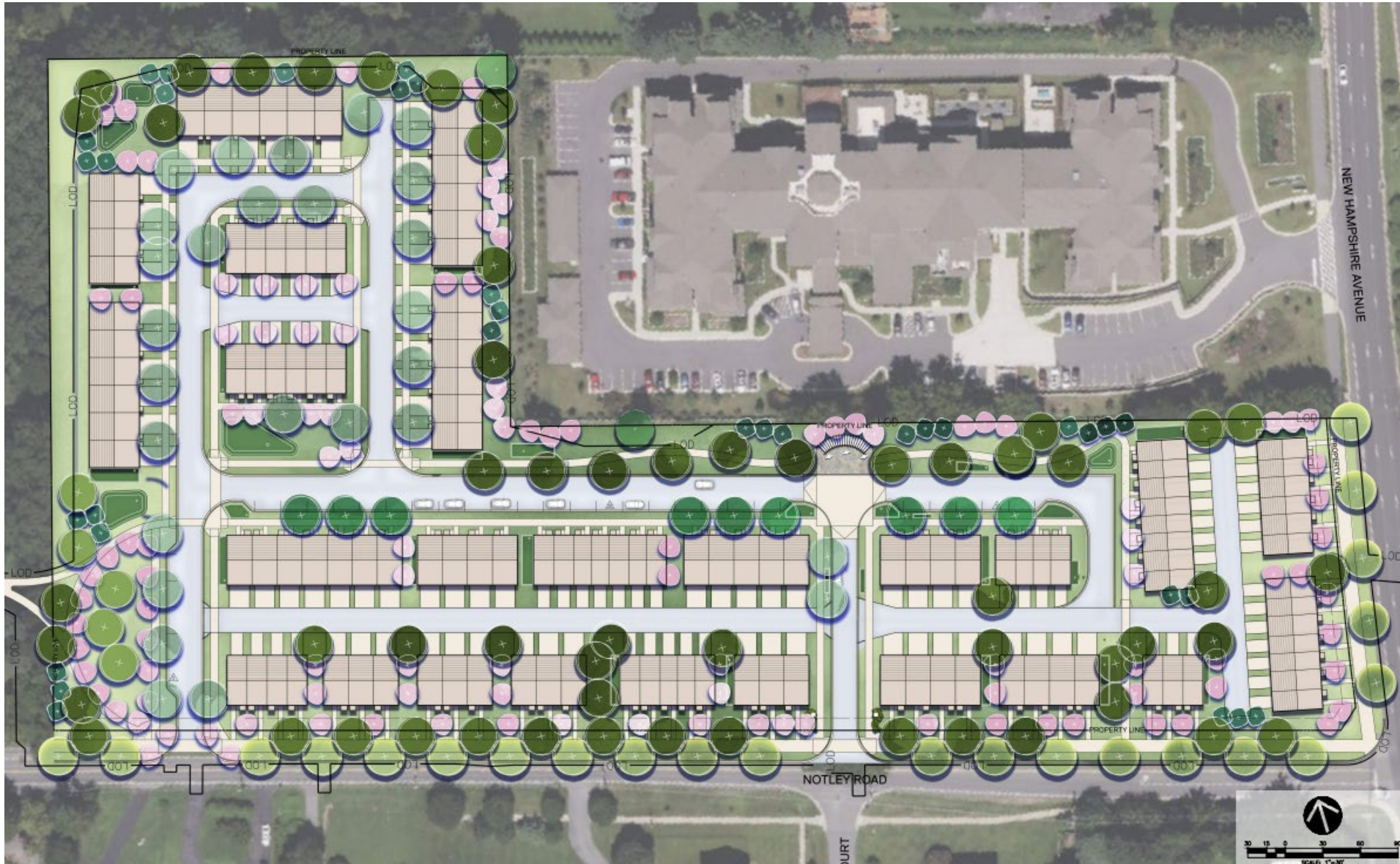


The map displays a residential area with several zoning districts. A large parcel in the center is outlined with a red dashed line, indicating a specific site of interest. The surrounding area is divided into various lots, some of which are shaded in yellow, green, or blue. The map includes a grid of streets and labels for various zoning codes such as R-200, R-50, R-1, RE-1, and R-1.5. The title 'Lanesville Manor' is prominently displayed at the top. A legend in the top right corner identifies the map as 'Upper Paint Branch Over Key'.

Floating Zone Plan (Exhibit ____)

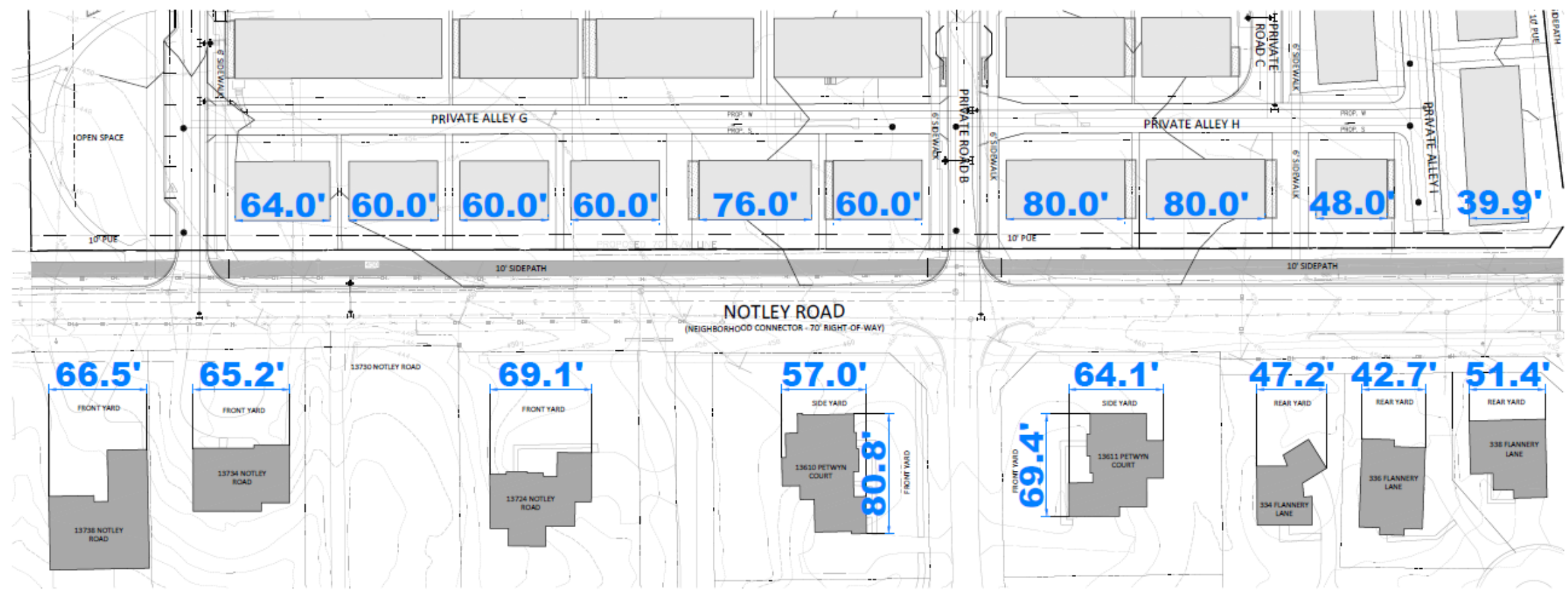


Updated Conceptual Layout Plan (Exhibit ____)

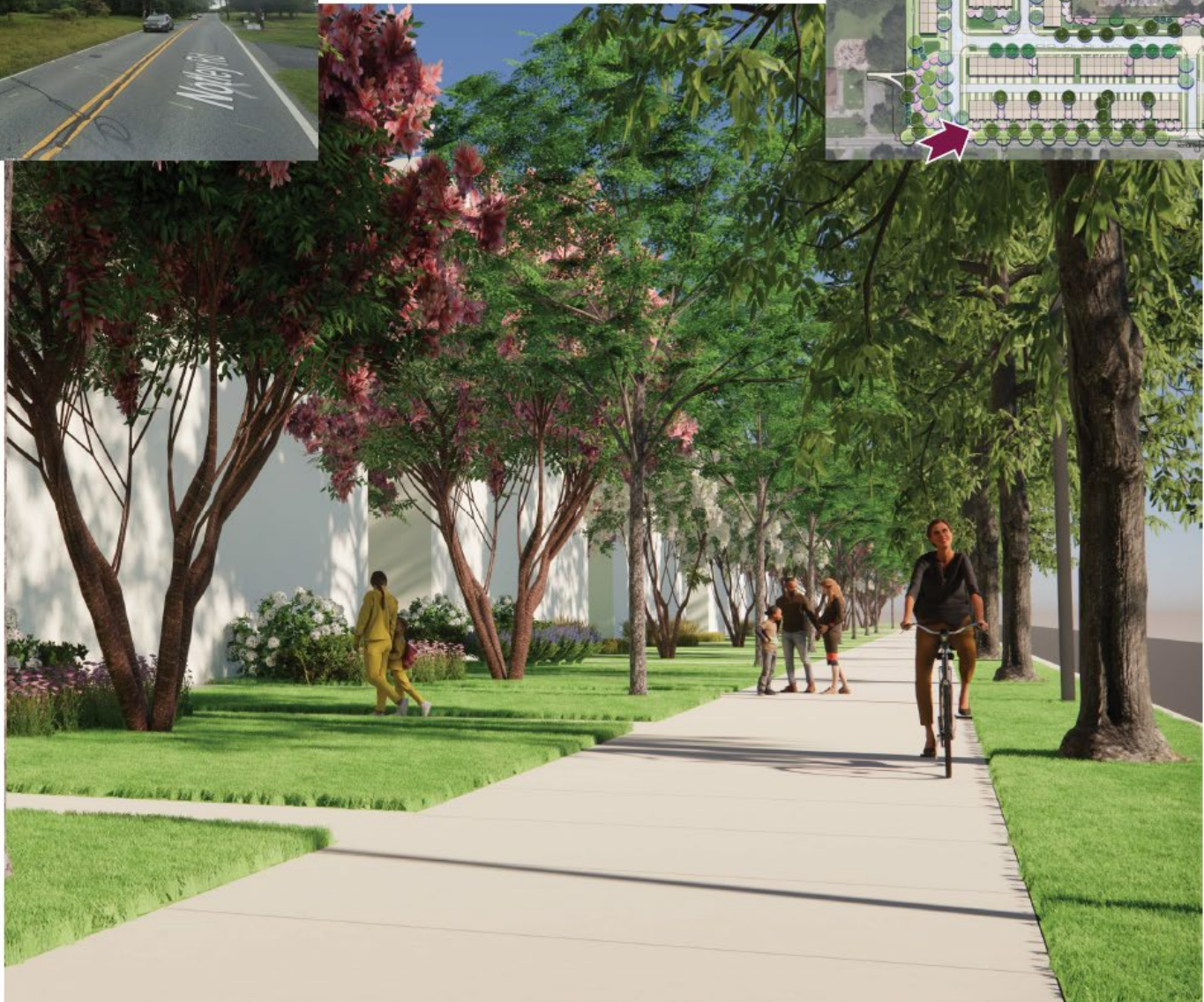


For Illustrative Purposes Only

Compatible Massing Along Notley (Exhibit ____)



Proposed Character of Notley Road (Exhibit ____)



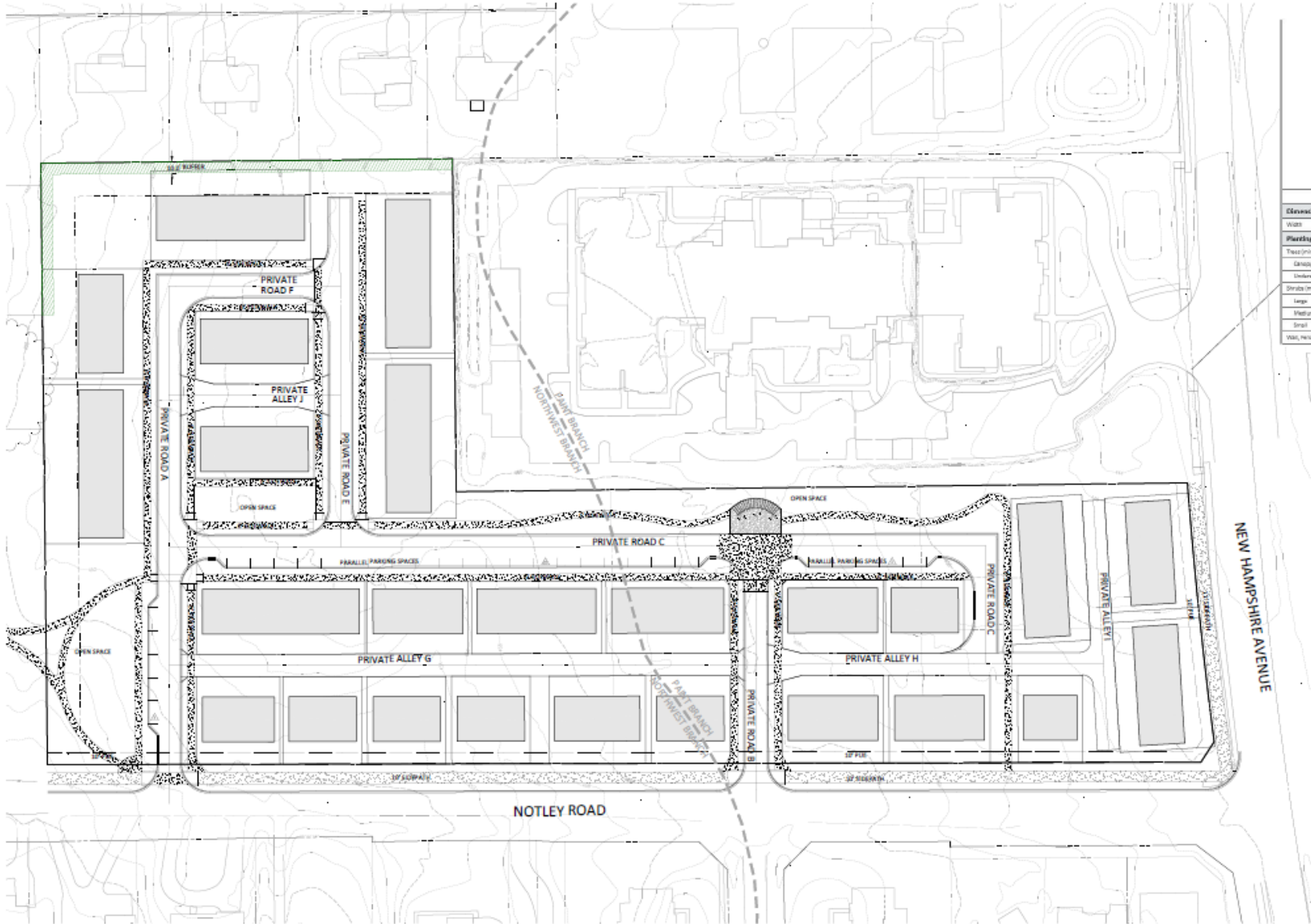
Proposed Character of Notley Road (Exhibit ____)



EXISTING CONDITION



Landscape Screening (Exhibit ____)



4. Townhouse

MINIMUM 1' WIDE

	Option A	Option B
Elevation (min)	2	10
Width	2	10
Planting and Screening Requirements		
Tree (minimum per 100)	2	2
Grass	2	2
Shrub (minimum per 100)	2	2
Large	1	1
Medium	1	1
Small	10	10
Wall, fence or berm (ft)	4' (min) or 10'	10'

Visual and Physical Expansion of Park (Exhibit ____)



Visual and Physical Expansion of Park (Exhibit ____)



Open Space (Exhibit __)



Missing and Substandard Streetscapes (Exhibit __)

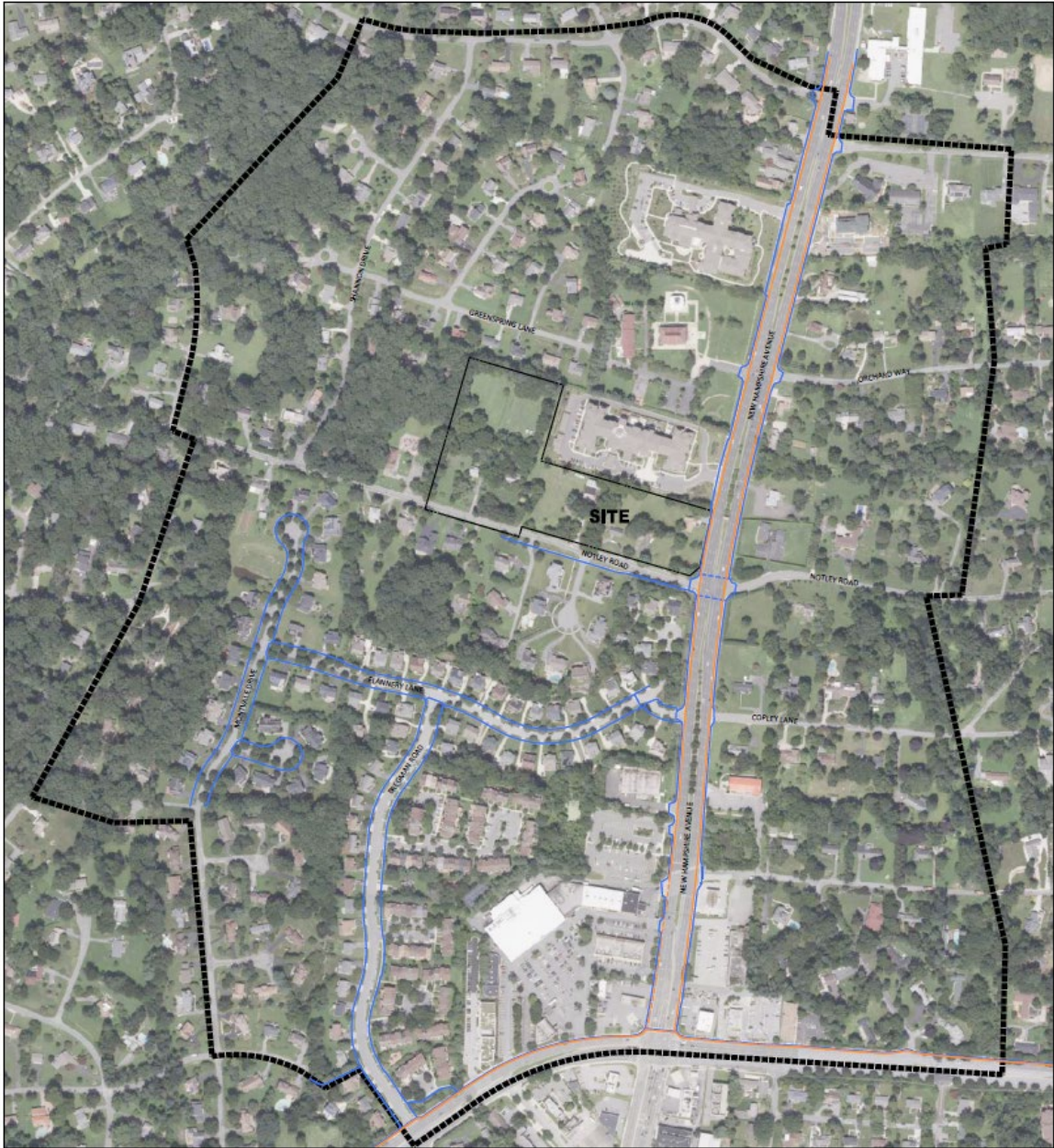
New Hampshire Avenue



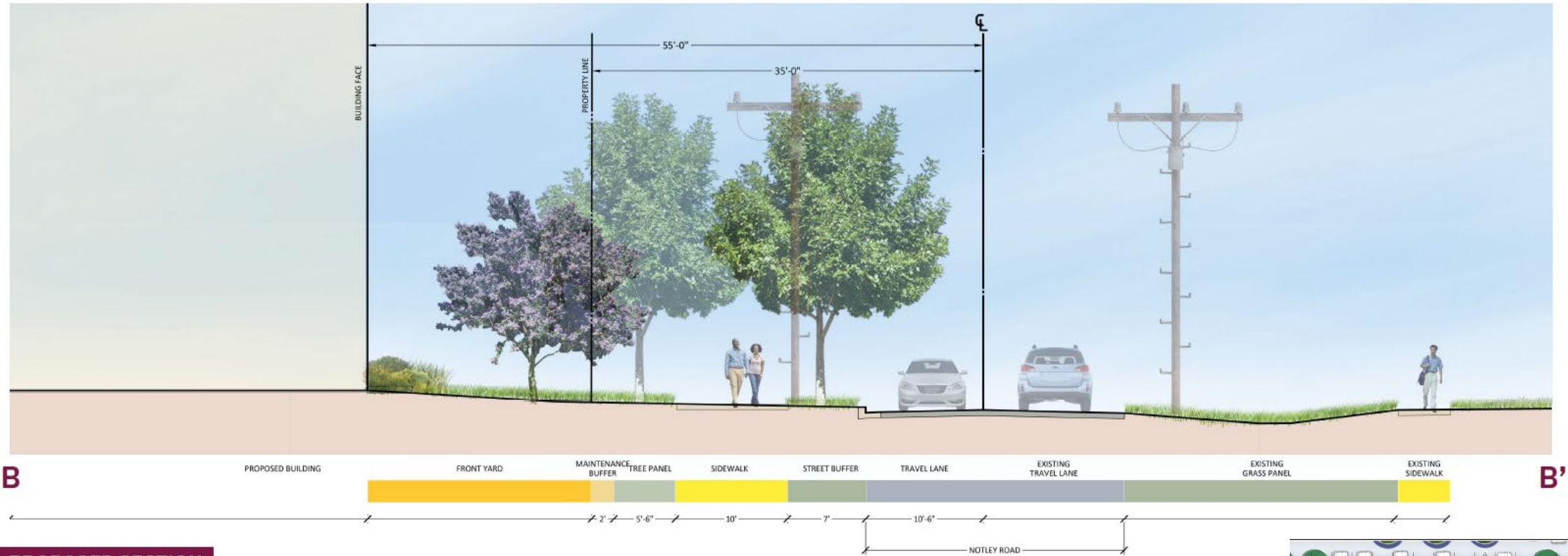
Notley Road



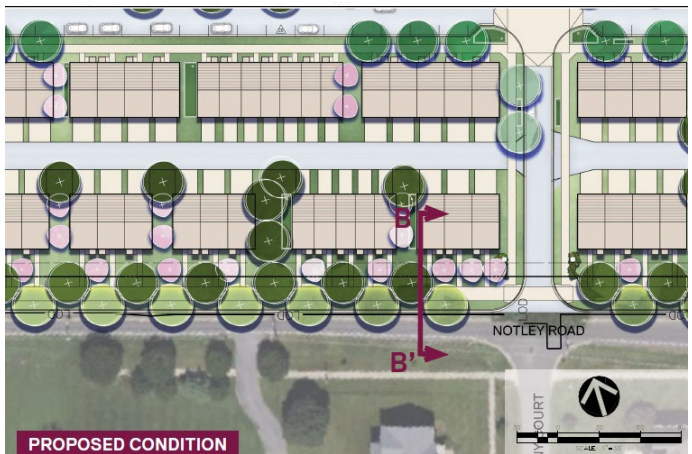
New Circulation Plan after Signal (Exhibit ____)



Streetscape Improvements – Notley (Exhibit ____)

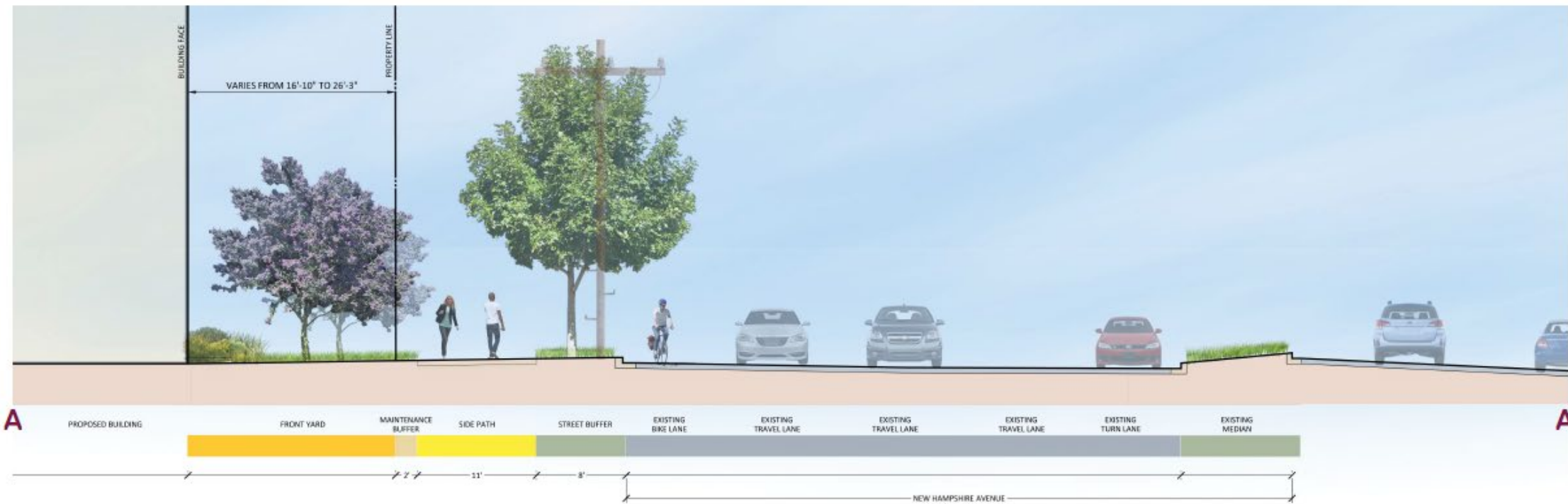


PROPOSED SECTION

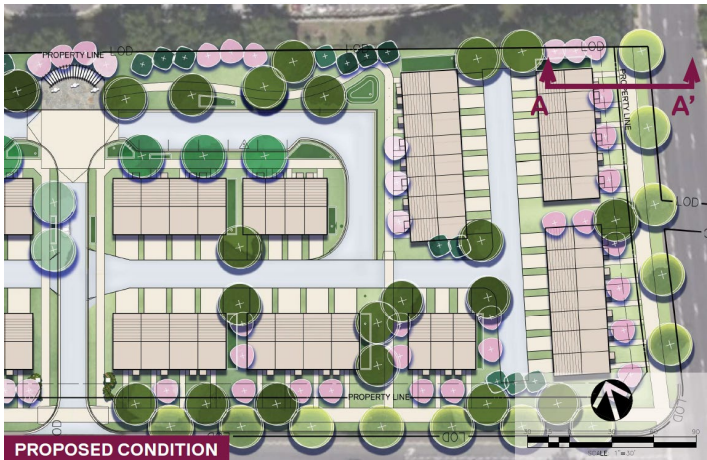


Streetscape Improvements – New Hampshire Ave.

(Exhibit ____)



PROPOSED SECTION



Aerial View with Neighborhood Boundary (Exhibit ____)



Photos of Surrounding Conditions (Exhibit ____)



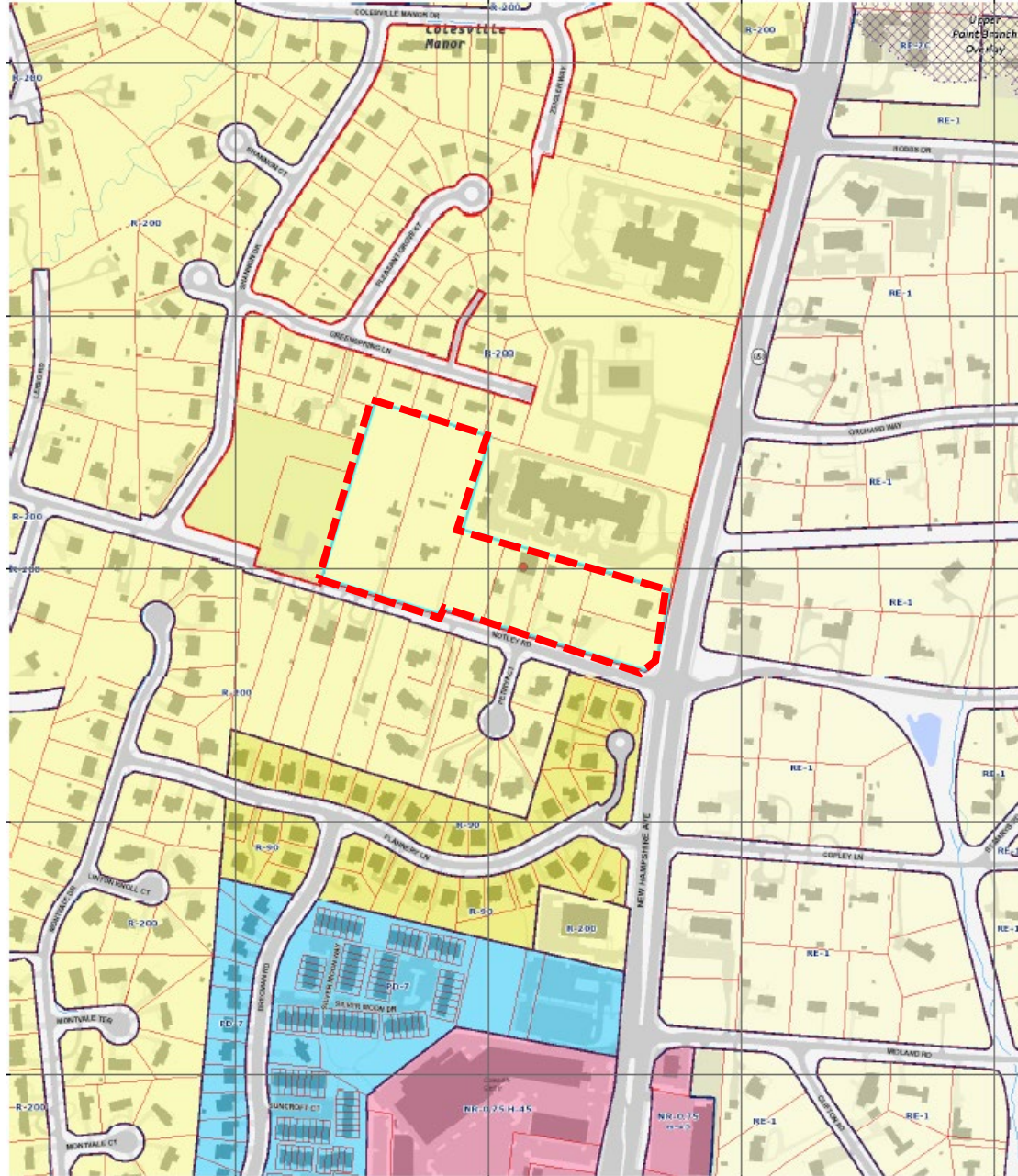
Surrounding Commercial Uses



Adjacent Park



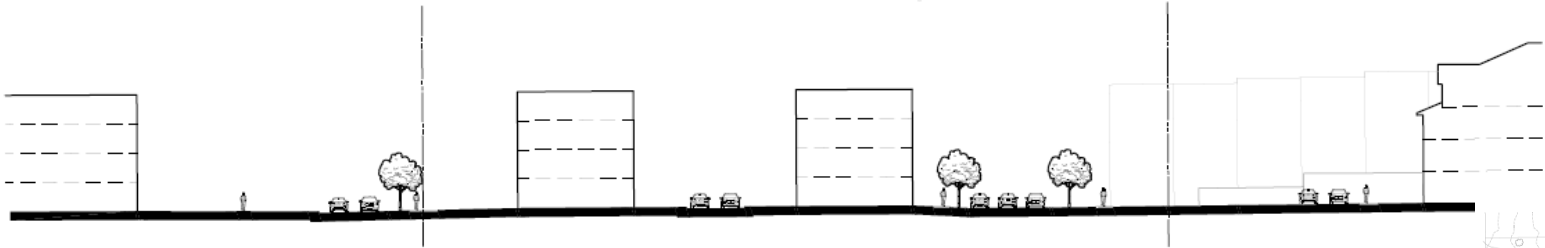
Certified Zoning Map (Exhibit 10)



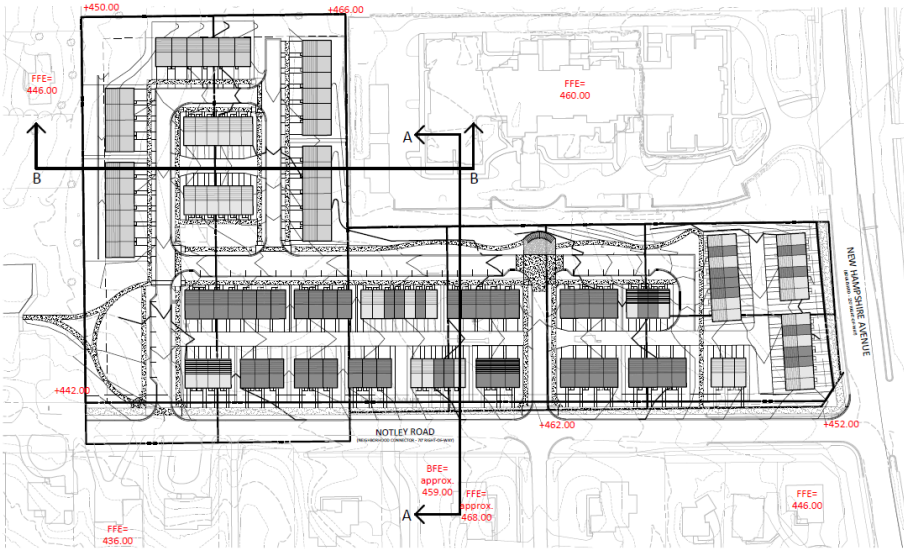
Project Provides Compatible Heights (Exhibit ____)



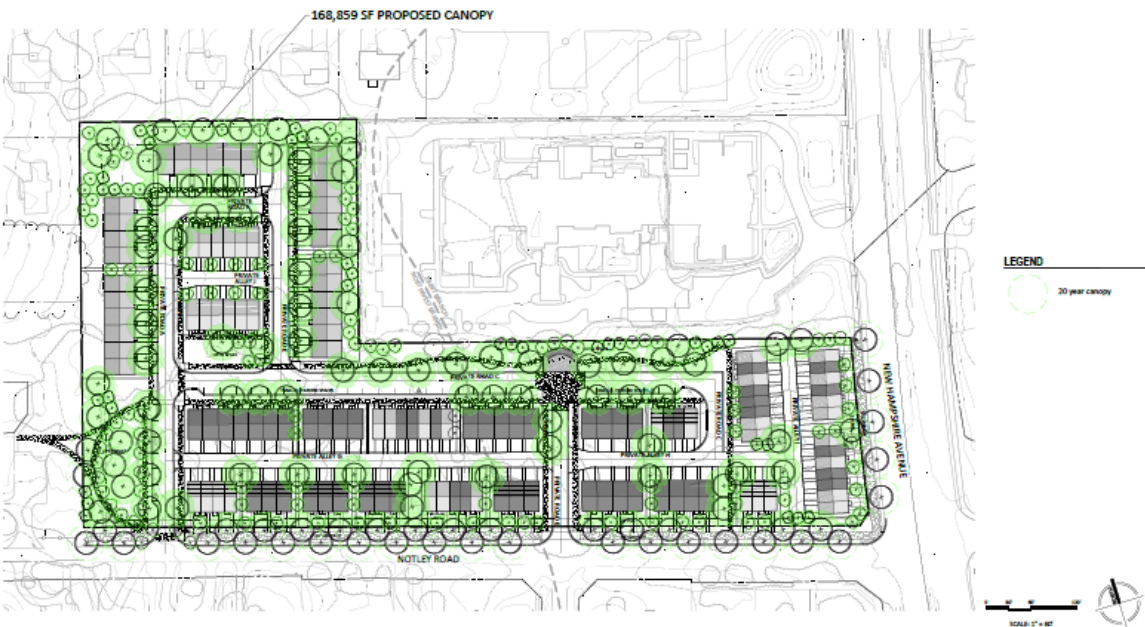
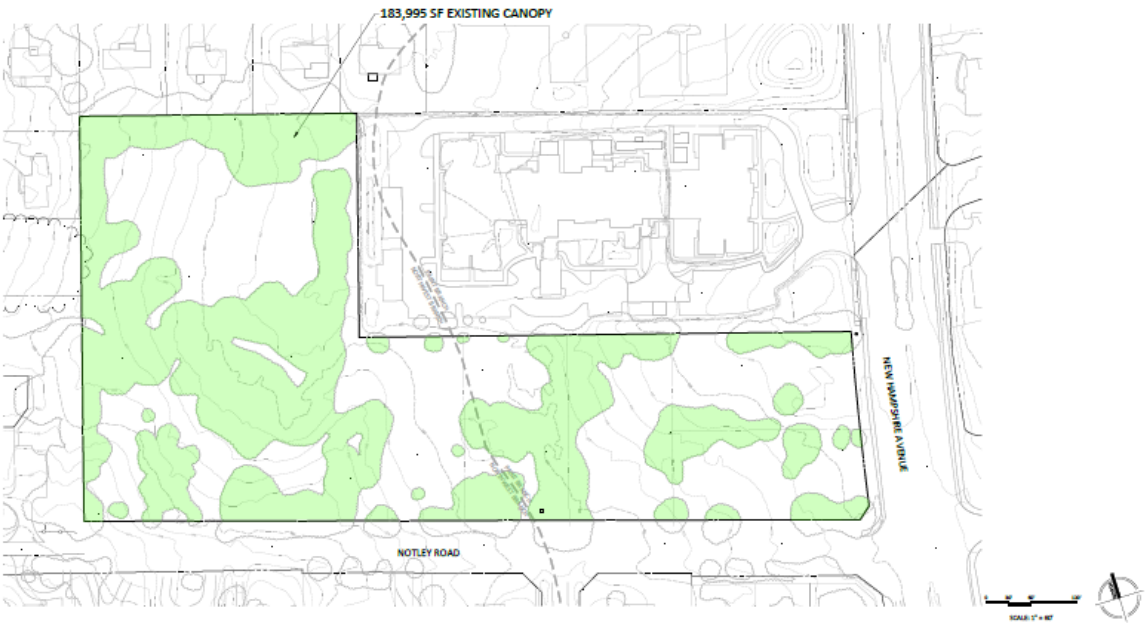
SECTION A-A



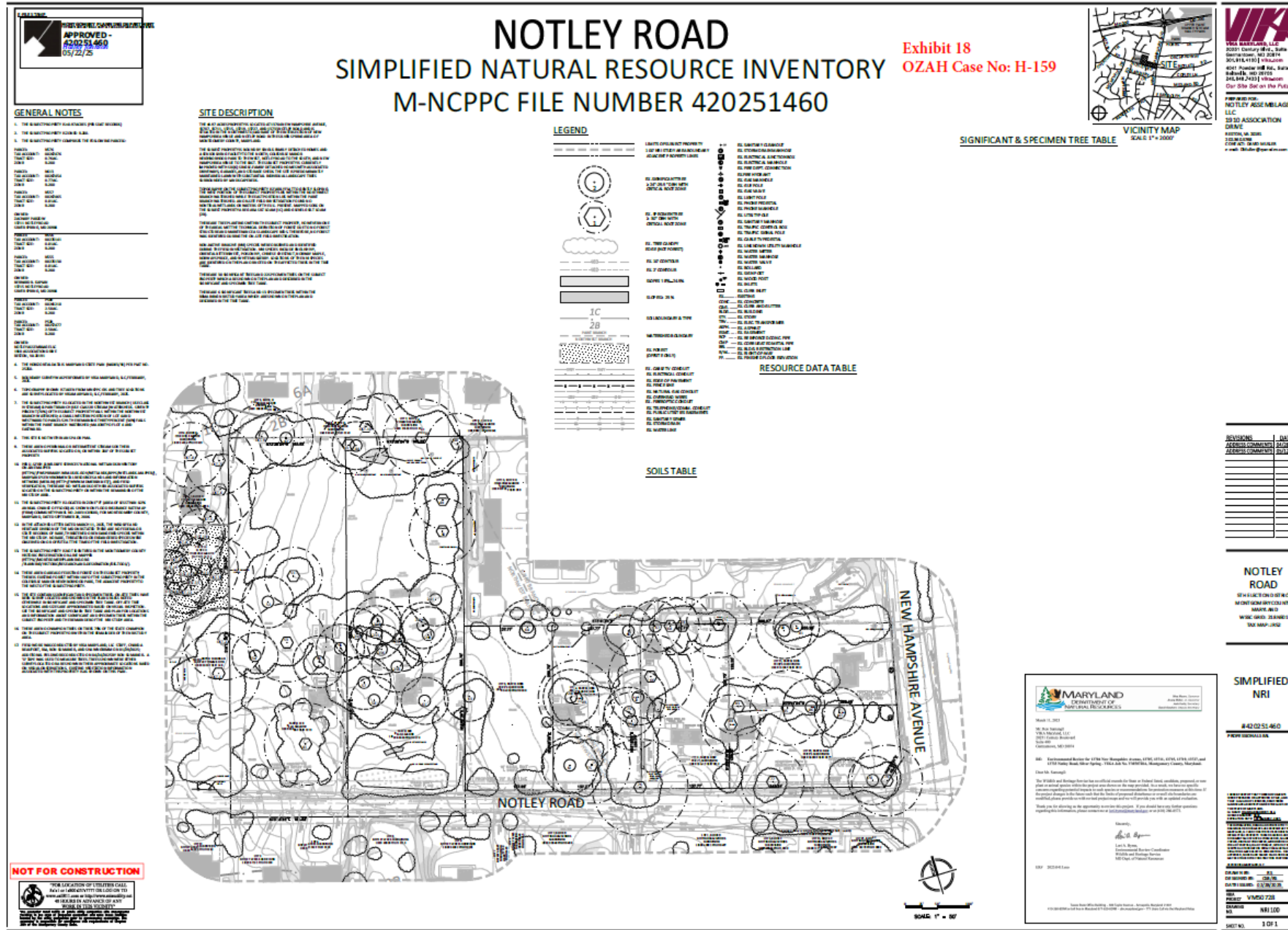
SECTION B-B



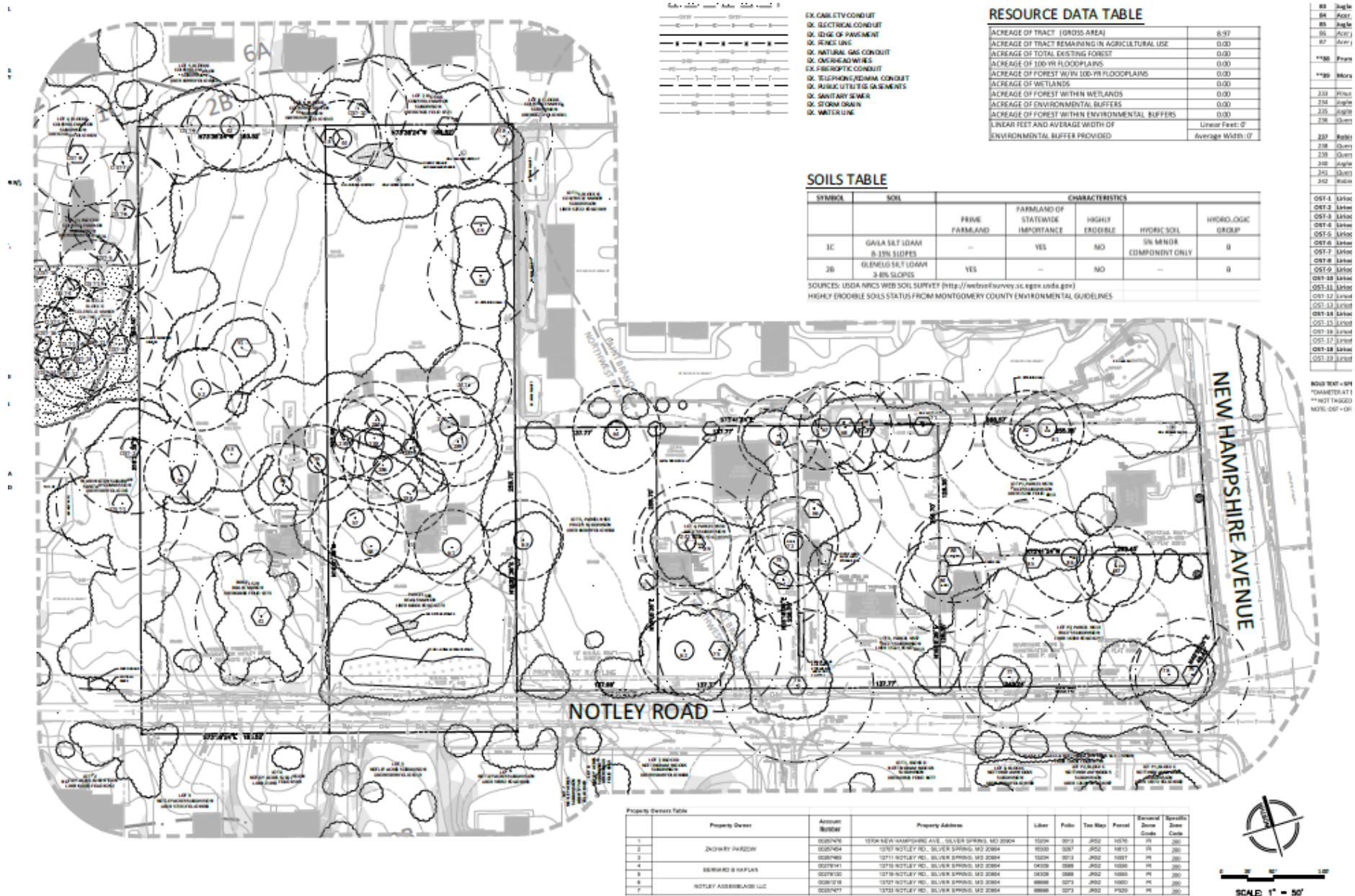
Canopy Coverage (Exhibit ____)



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.)

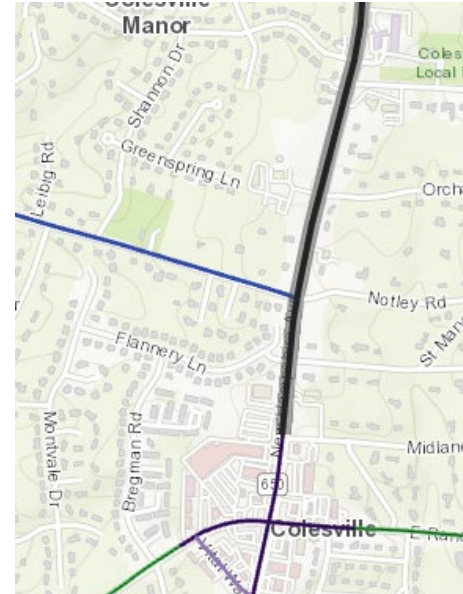
For a Floating zone application, the District Council must find that the floating zone plan will:

- 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

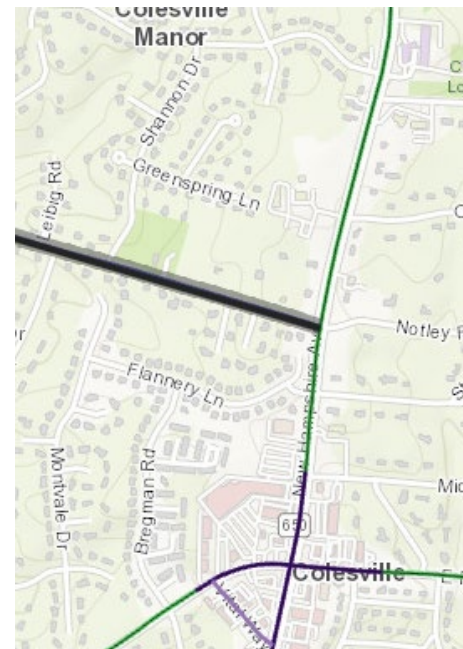
Transitway Type: n/a

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)

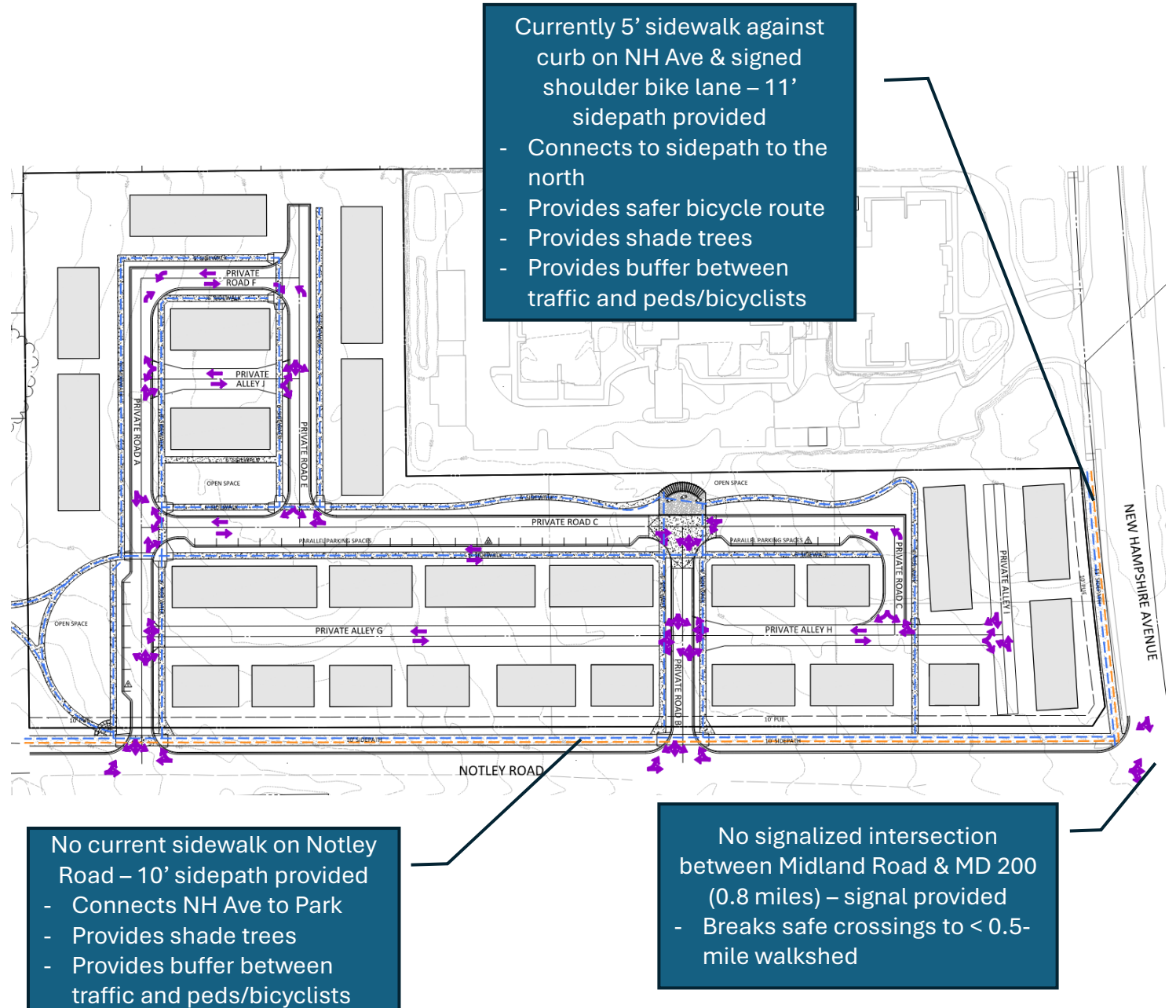
MPOHT

Establish Transit
Lanes

Complete Streets &
Bike/Ped Facilities

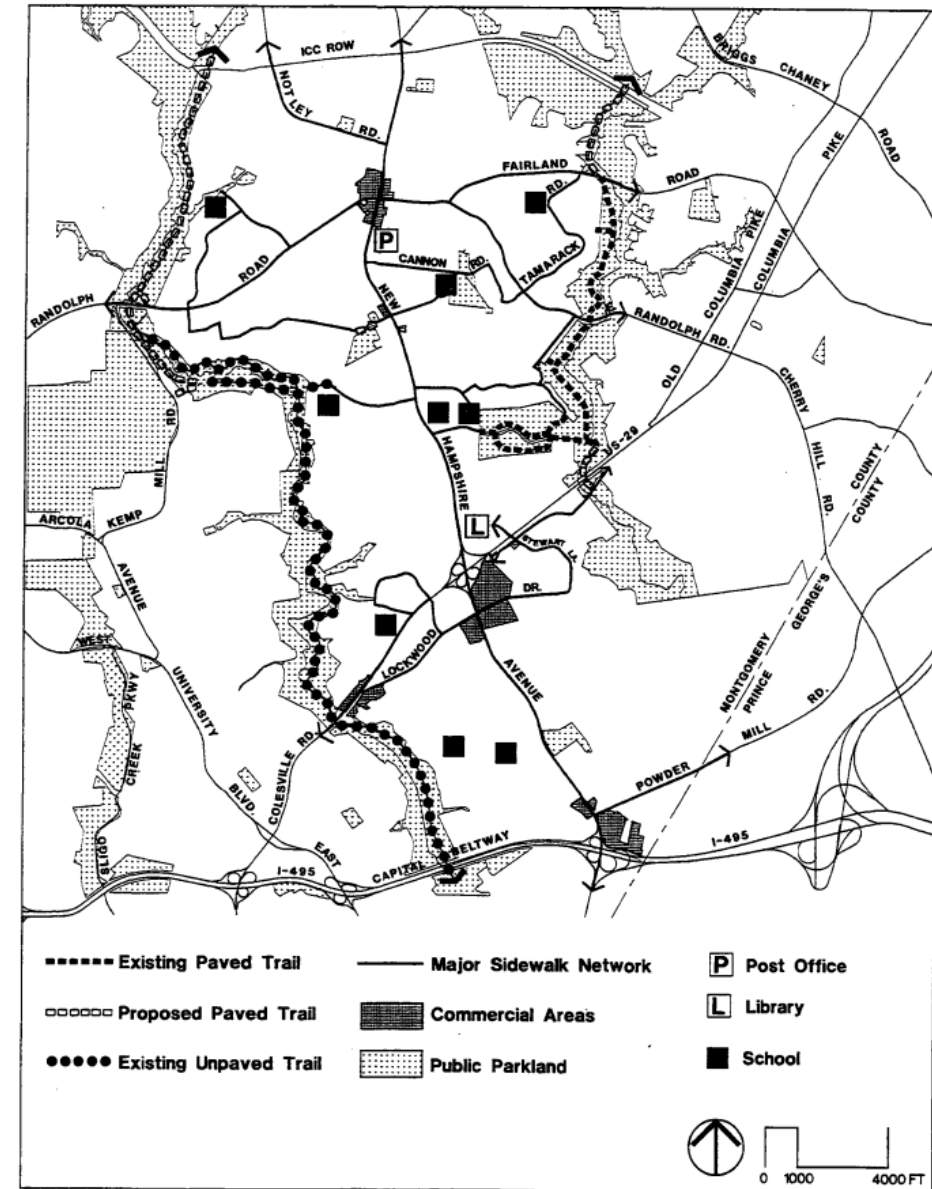
Ped Plan

- 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.



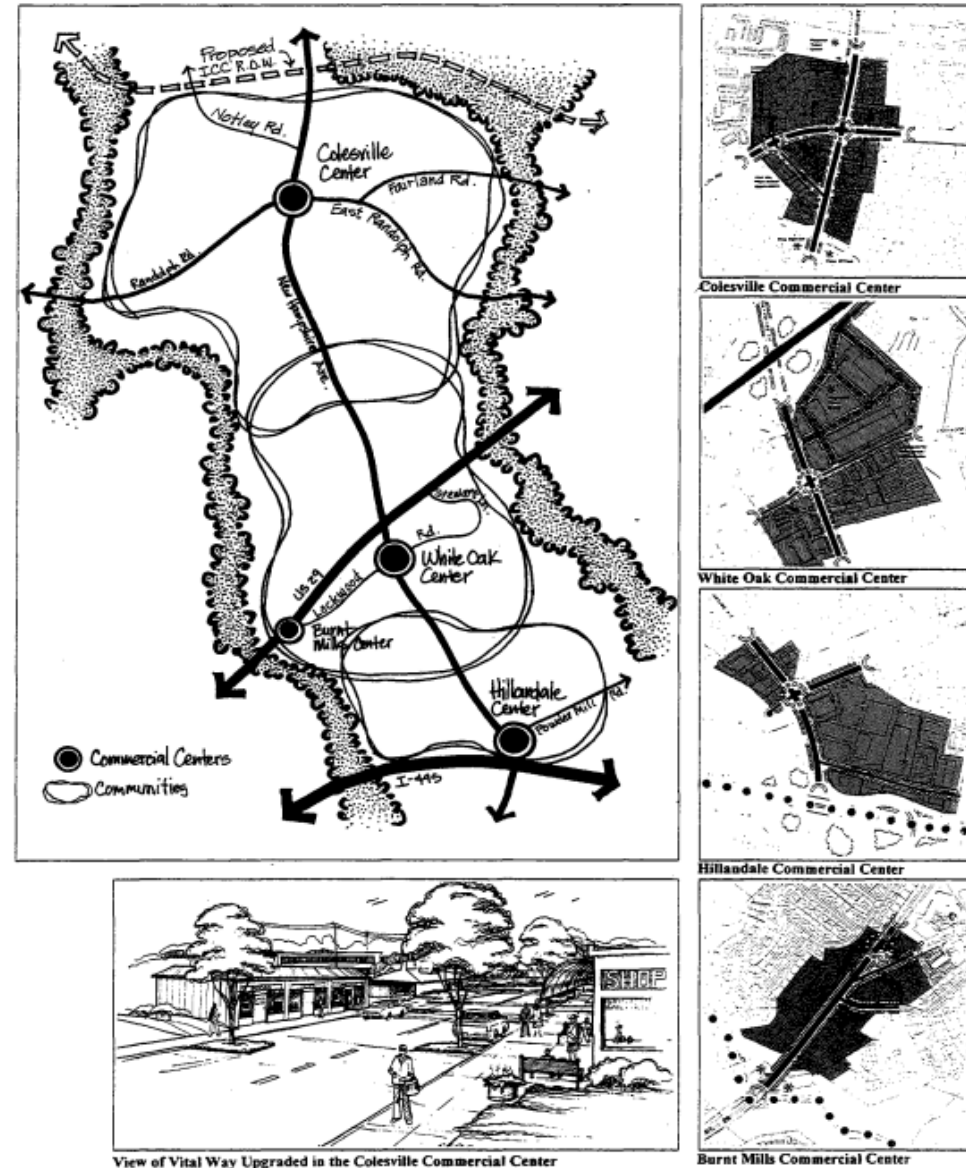
White Oak Master Plan

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



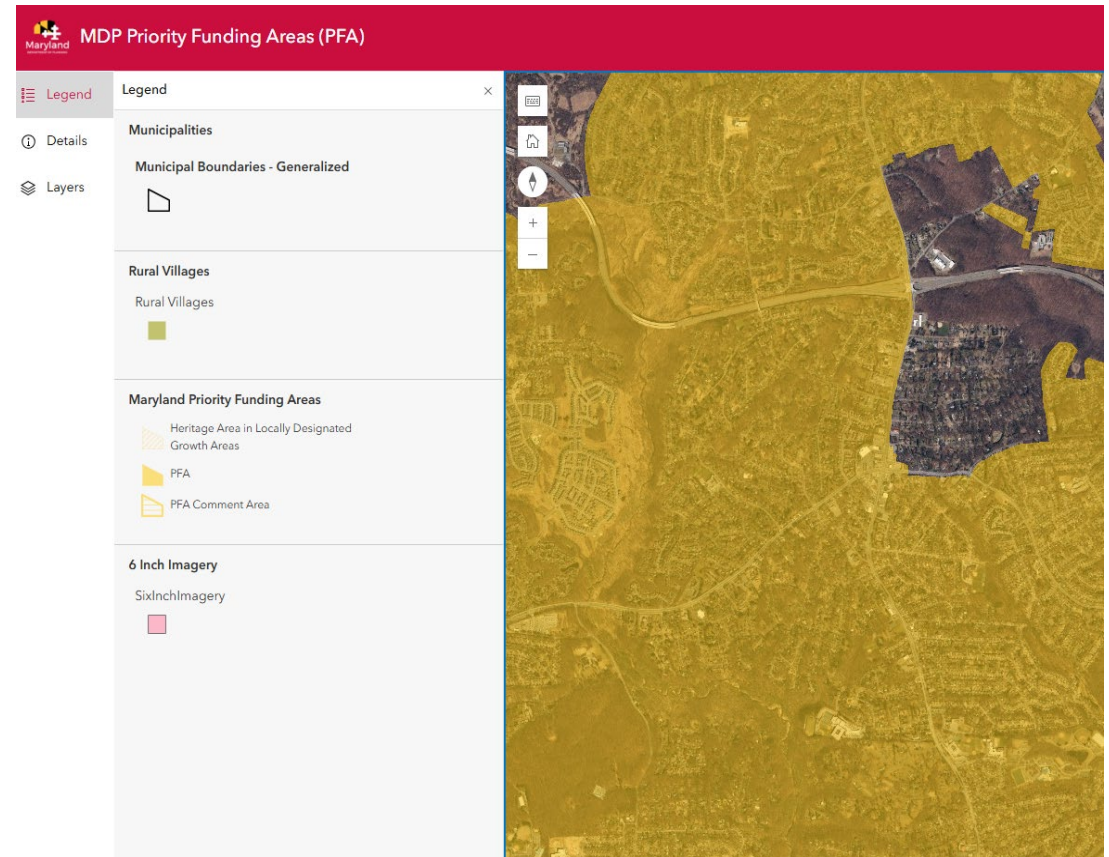
Thrive 2050

- 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....”

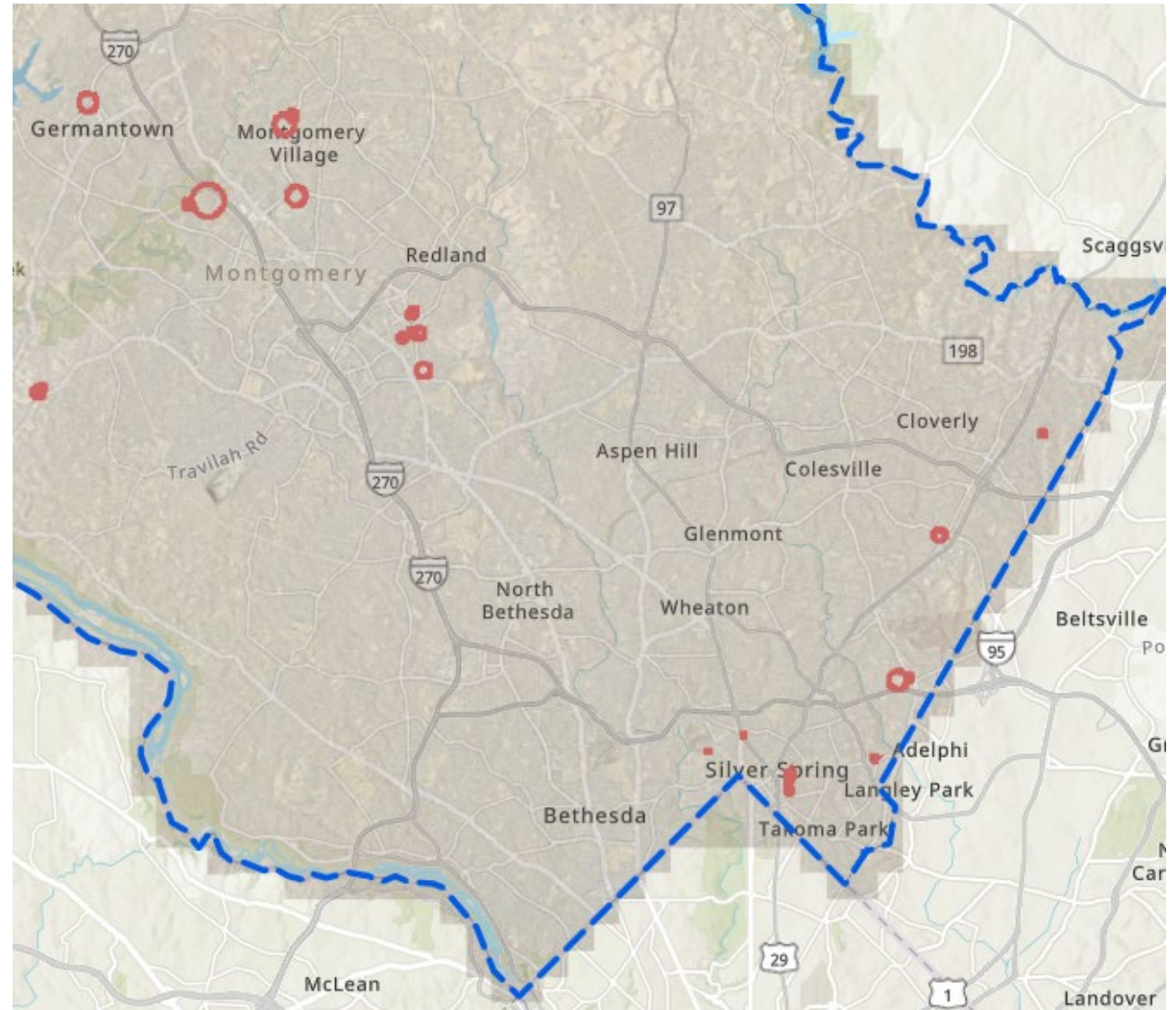


Existing CRN/CRNF Zones (Exhibit ____)

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)

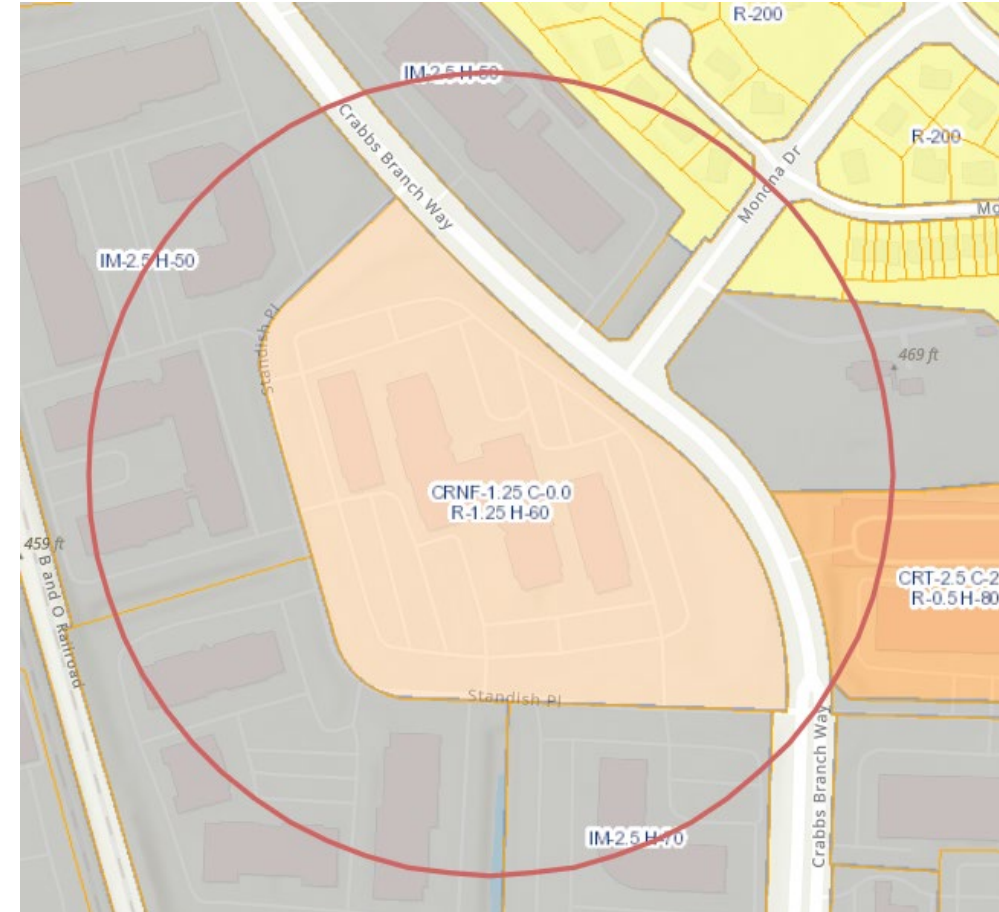


Purpose of CRN/CRNF Zones (Exhibit ____)

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.

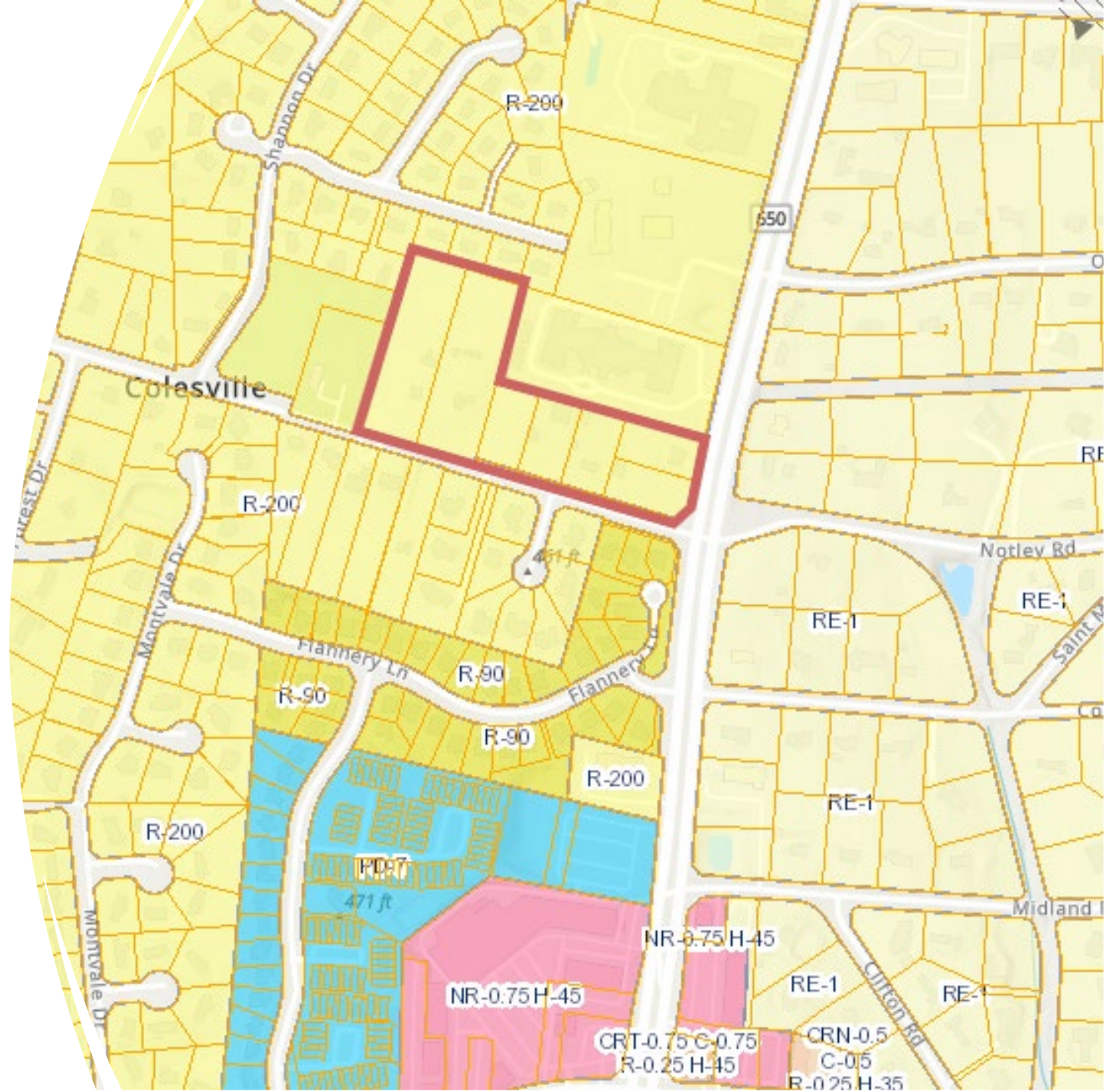


Notley Road Redevelopment

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.



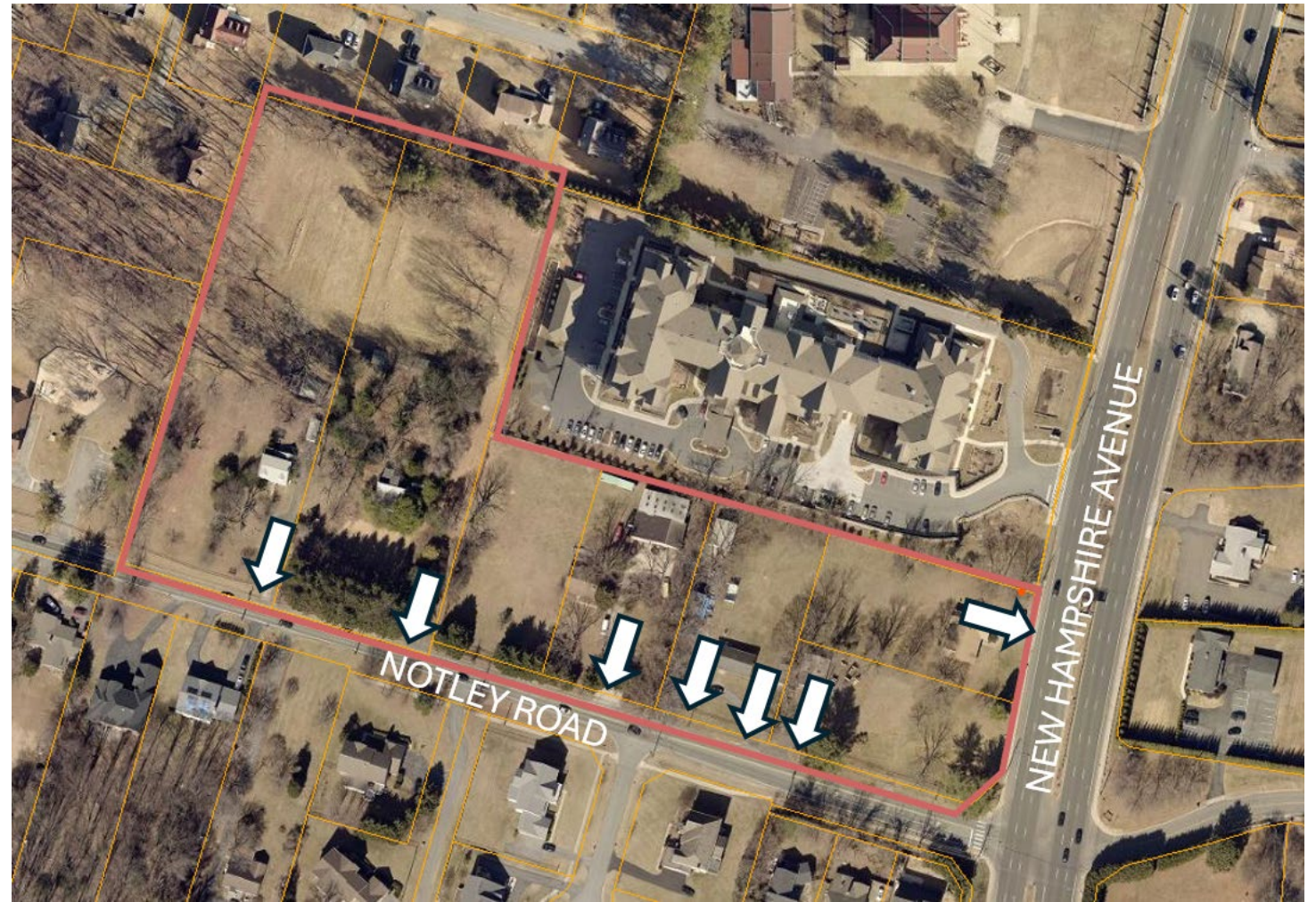
Prerequisites (Sec. 5.1.3.D.)

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

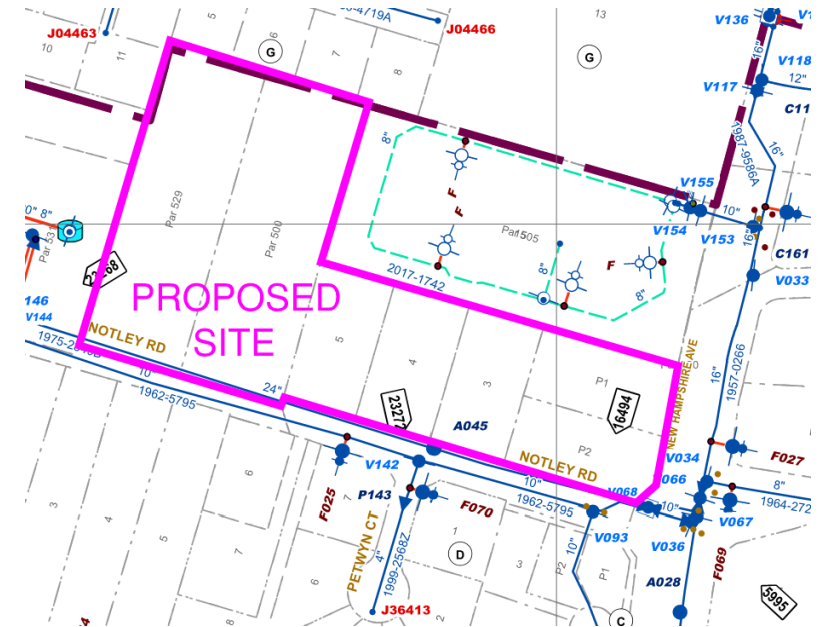
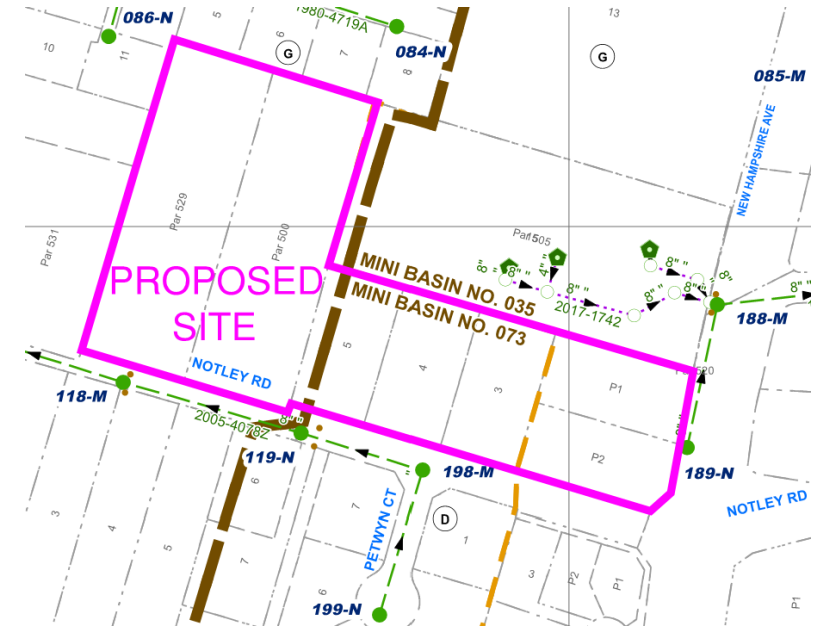
Frontage & Access

- 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.

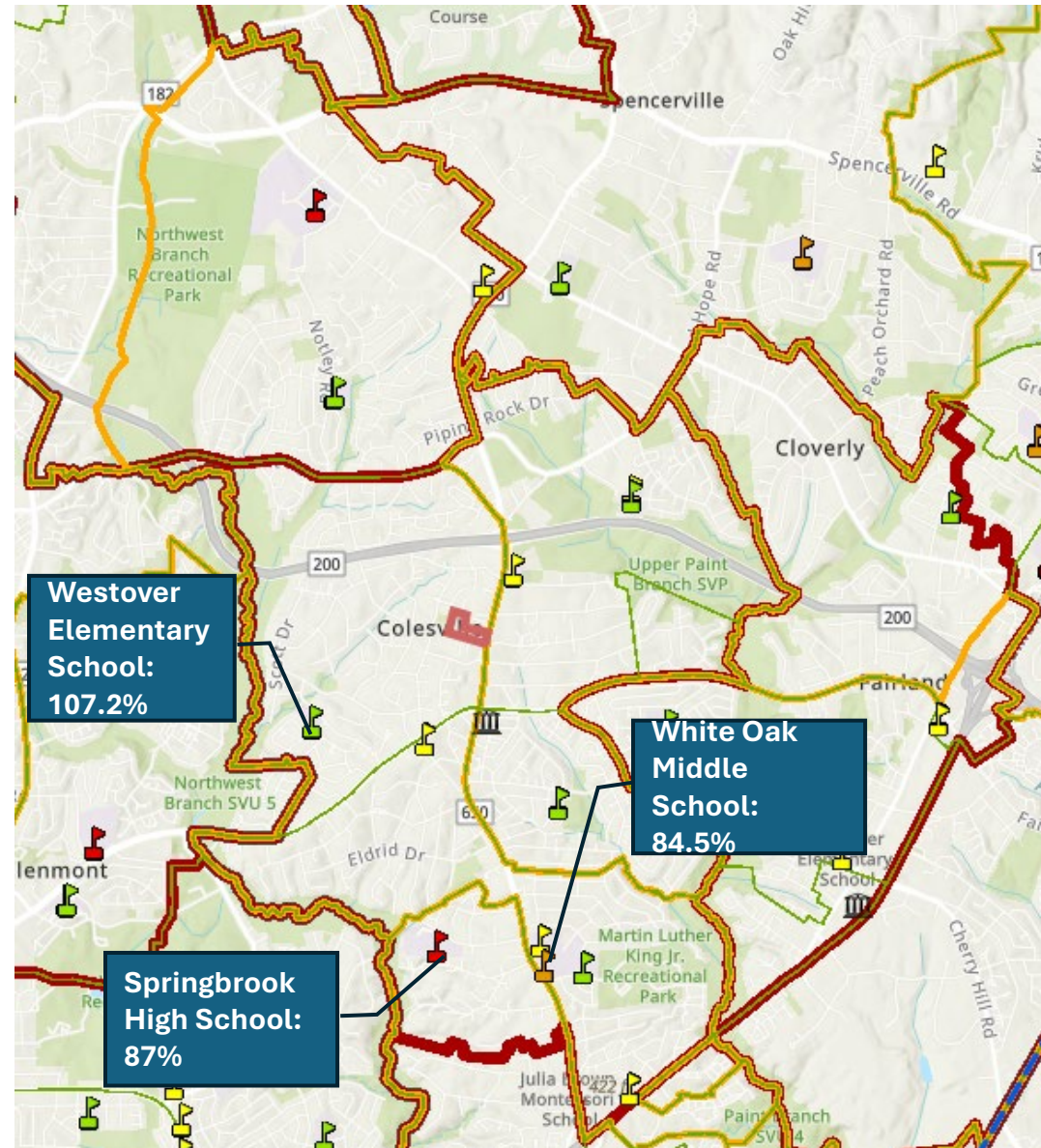


Table 1: CLV Results

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)



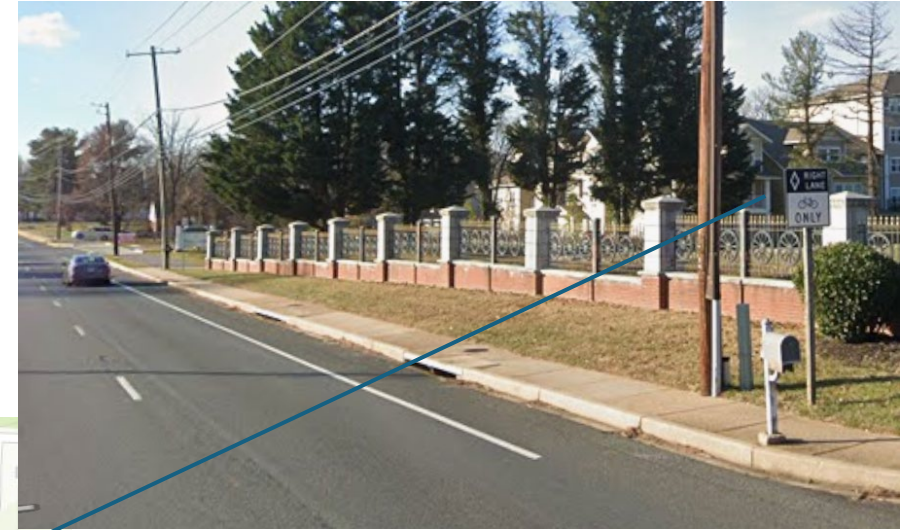
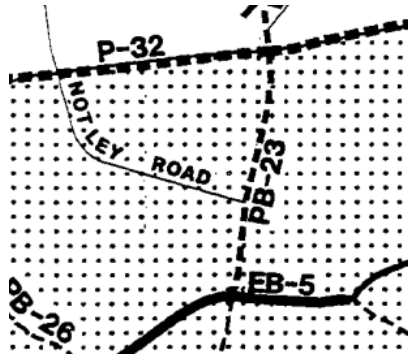
Prerequisites (Sec. 5.1.3.D.)

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

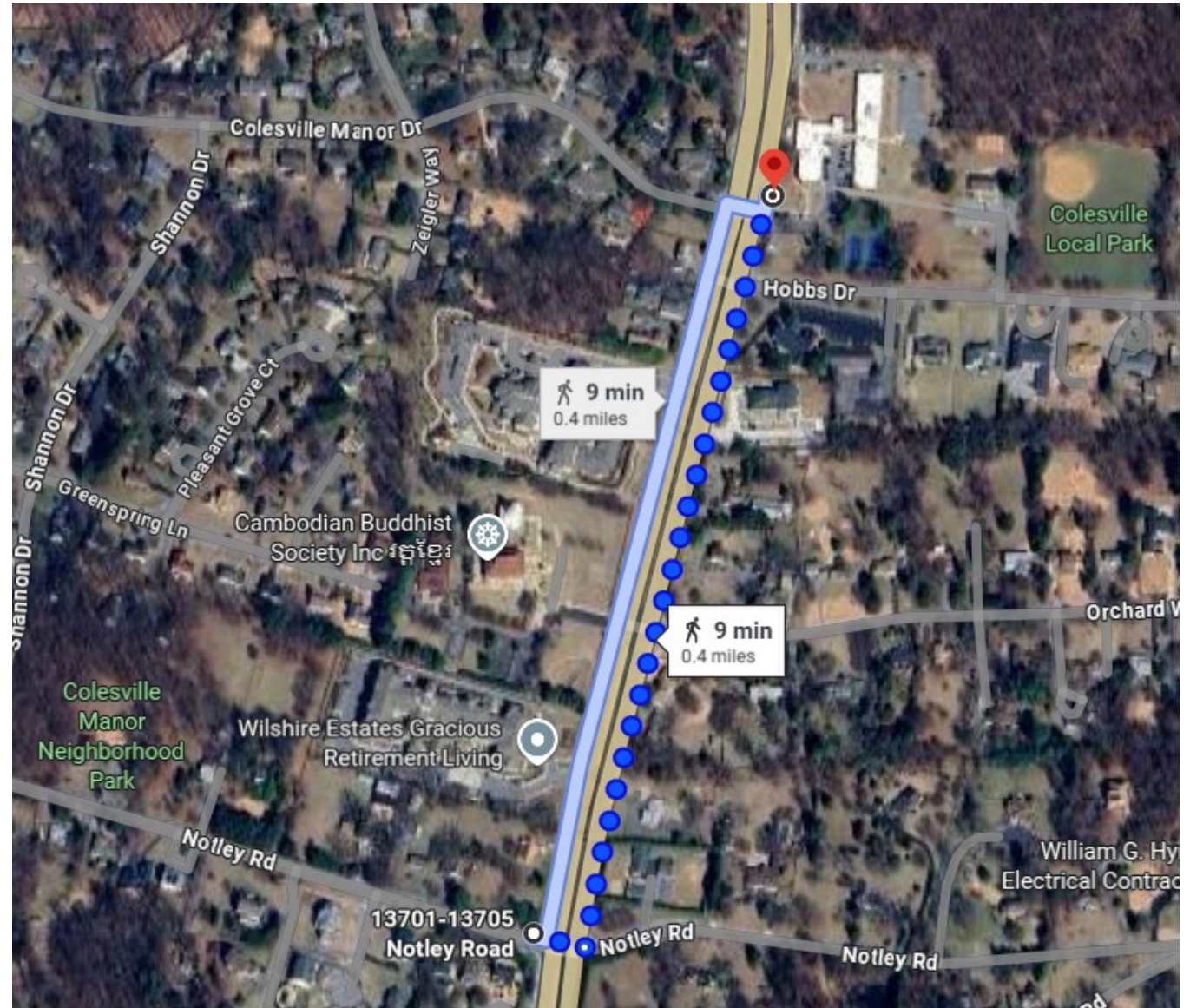
Bicyclist Route

- 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



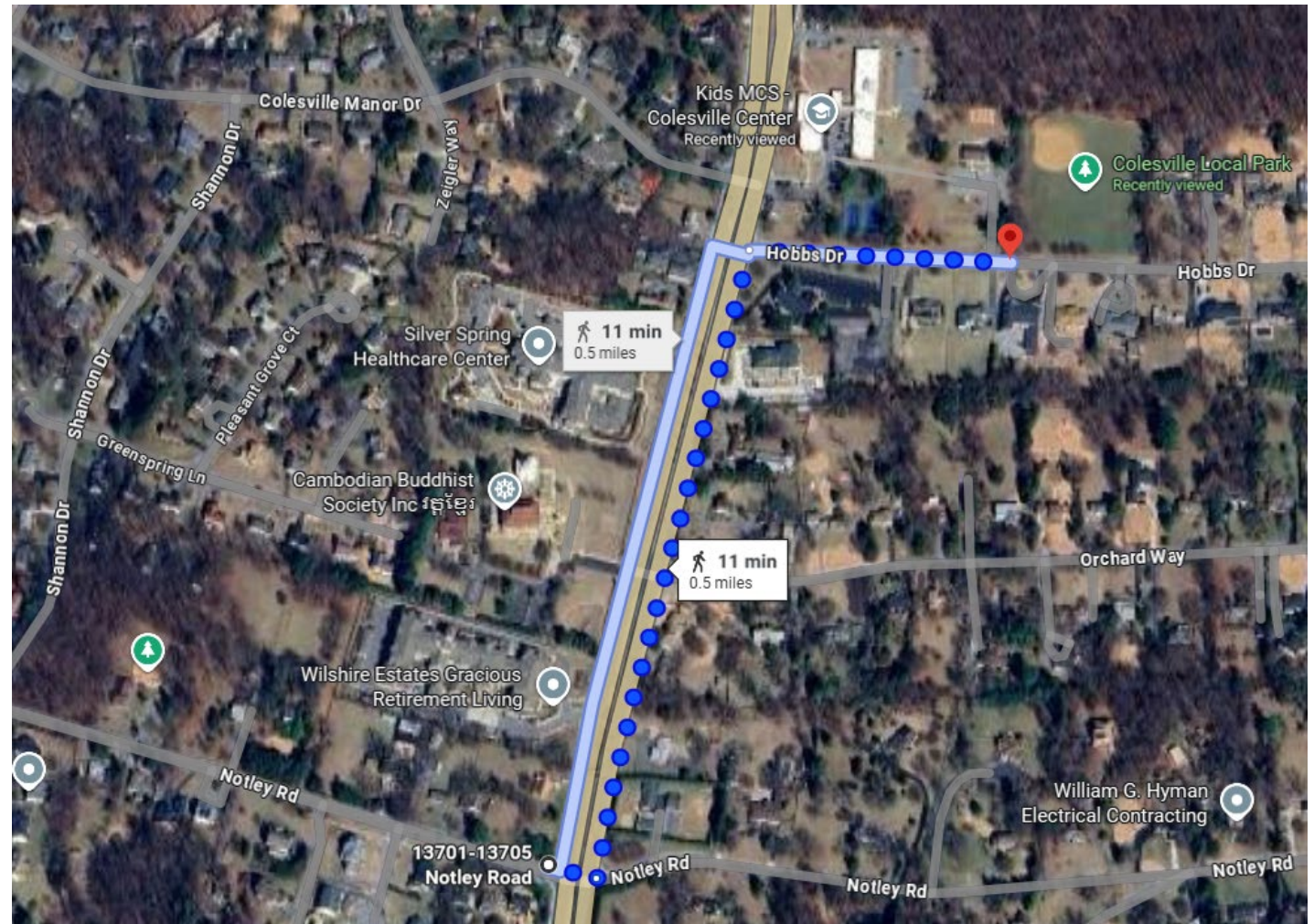
School Proximity

- 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



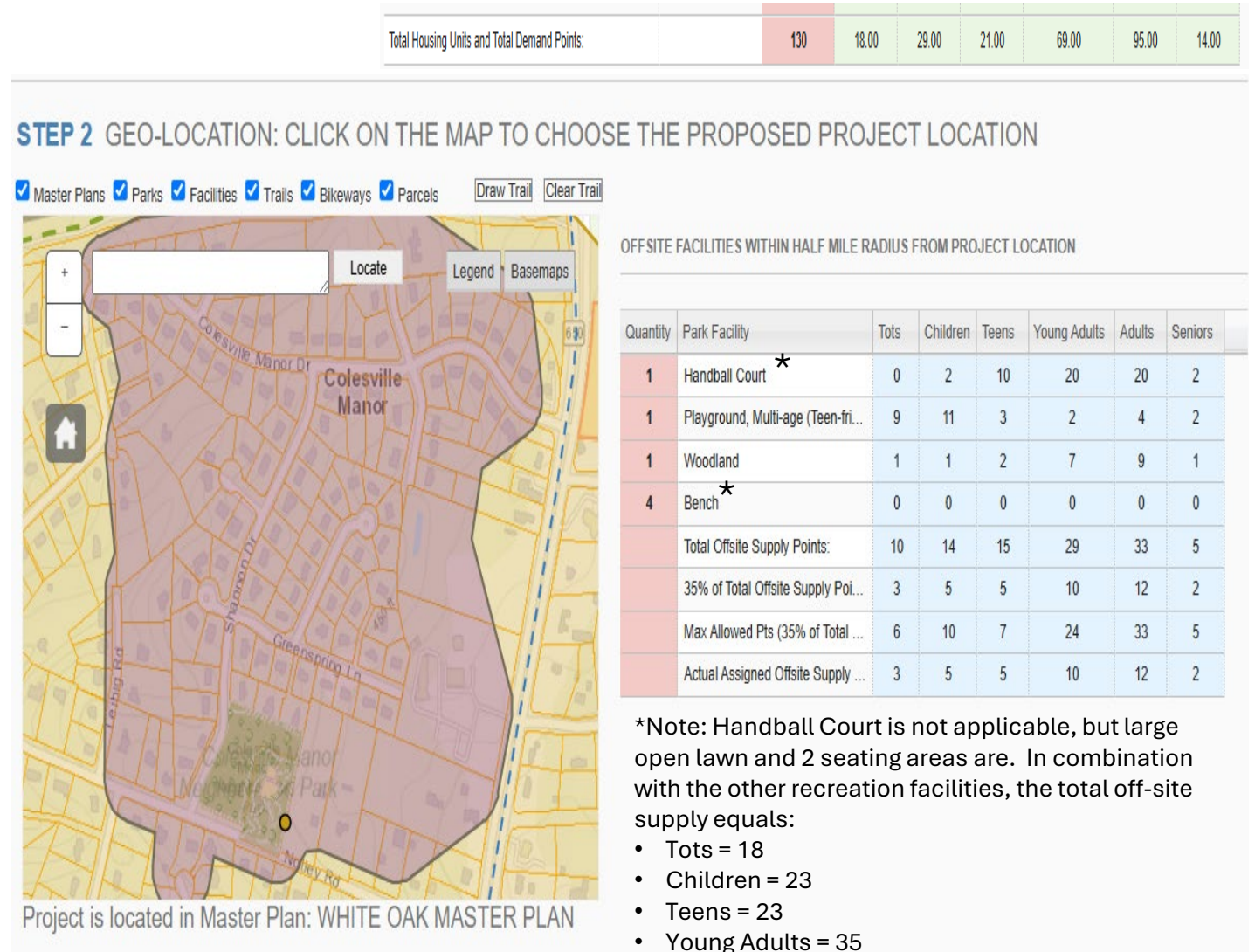
Recreation Facilities

- 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



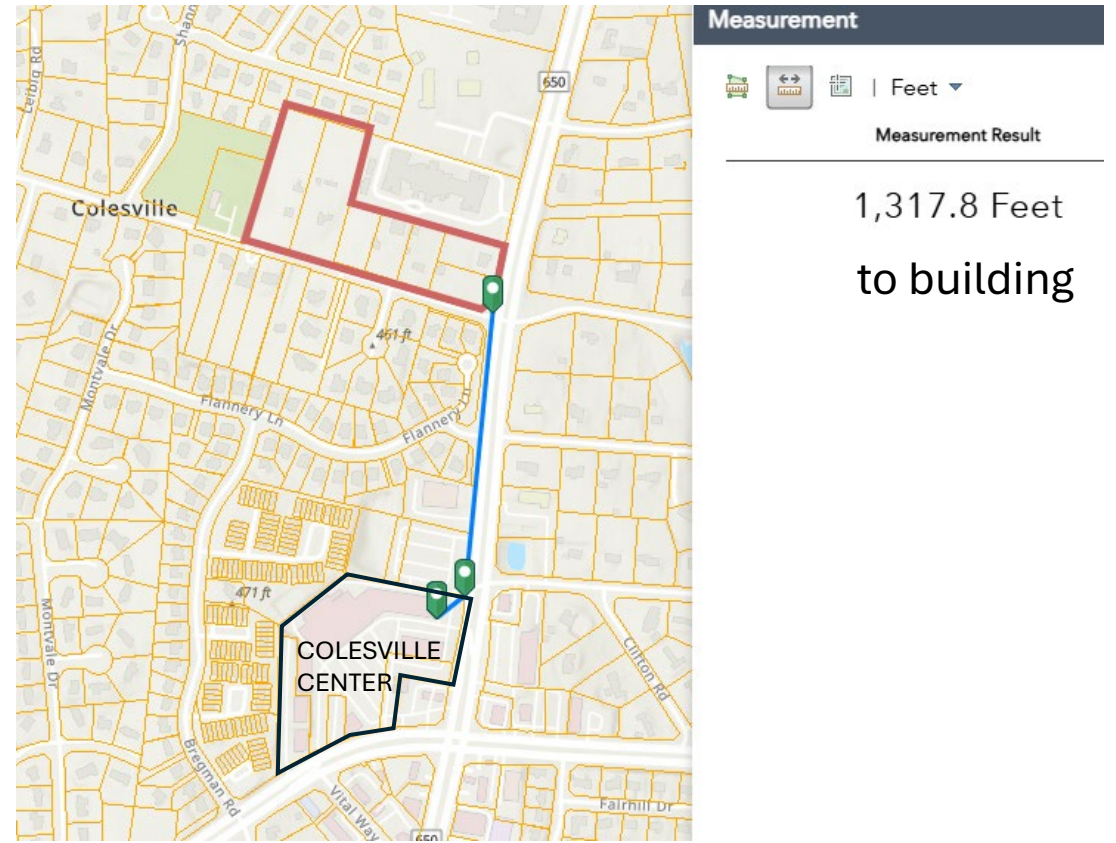
Recreation Facilities

- 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 ____)

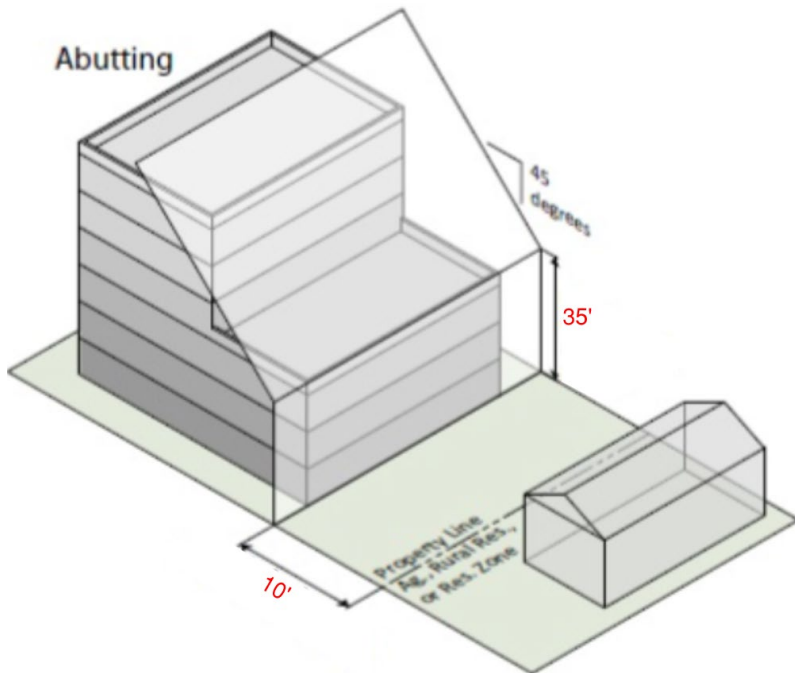
Abutting Property Height Compatibility

Section 4.1.8.A. Setback Compatibility

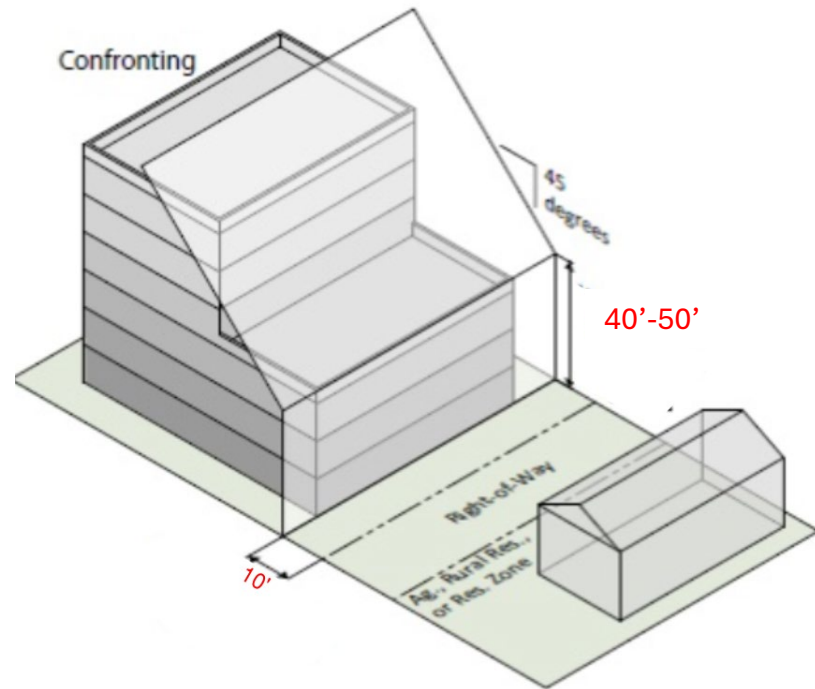
1. Applicability
 - a. [Does not apply for townhouse building type abutting Residential Detached Zone.]
 - b. On a property in a ... Commercial/Residential ...zone for which Section 4.1.8.A.1.a does not apply, the minimum side and rear setbacks are equal to the setbacks required for "Side setback, abutting 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



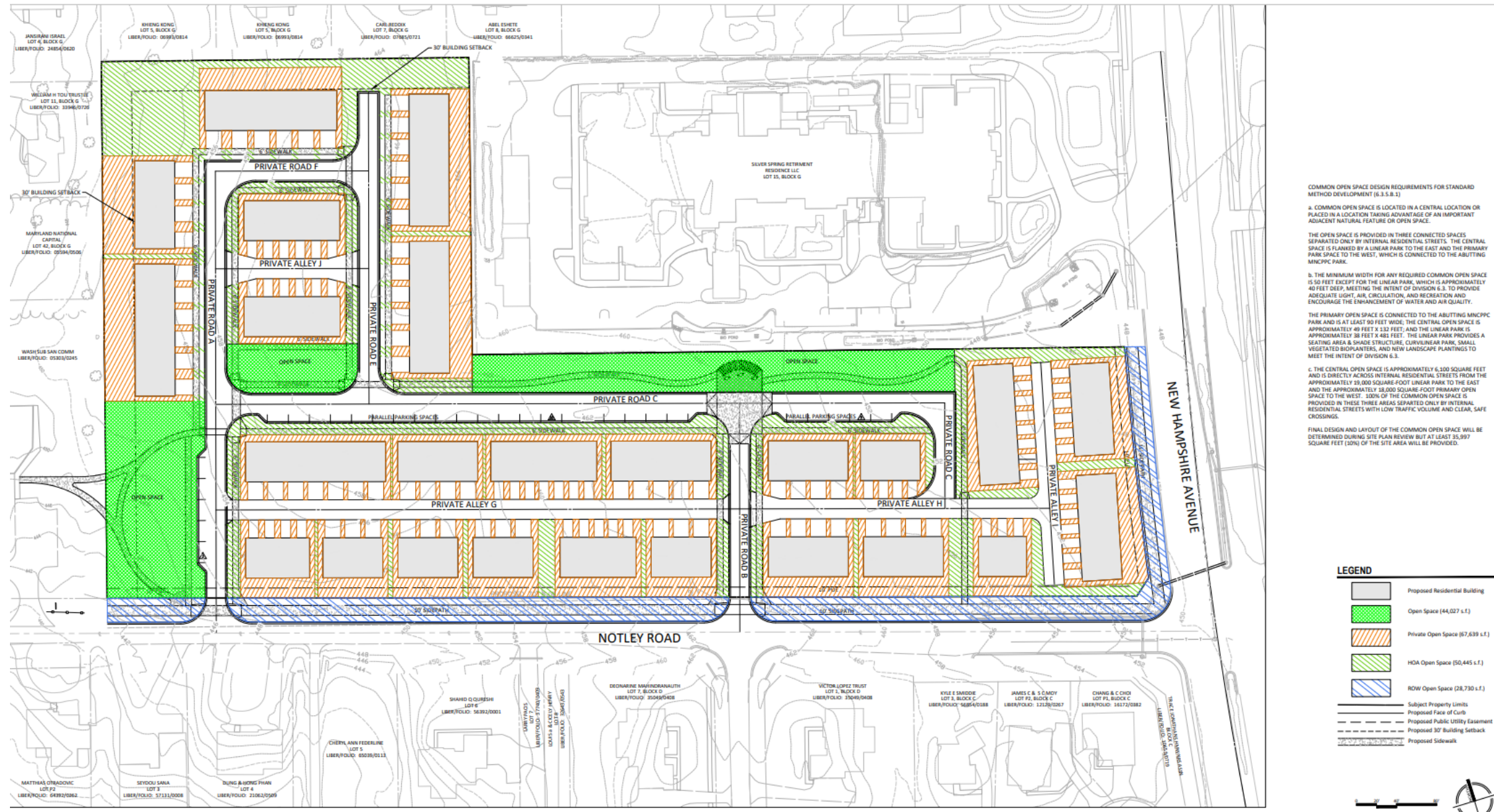
Section 4.1.8.A. Setback Compatibility

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.

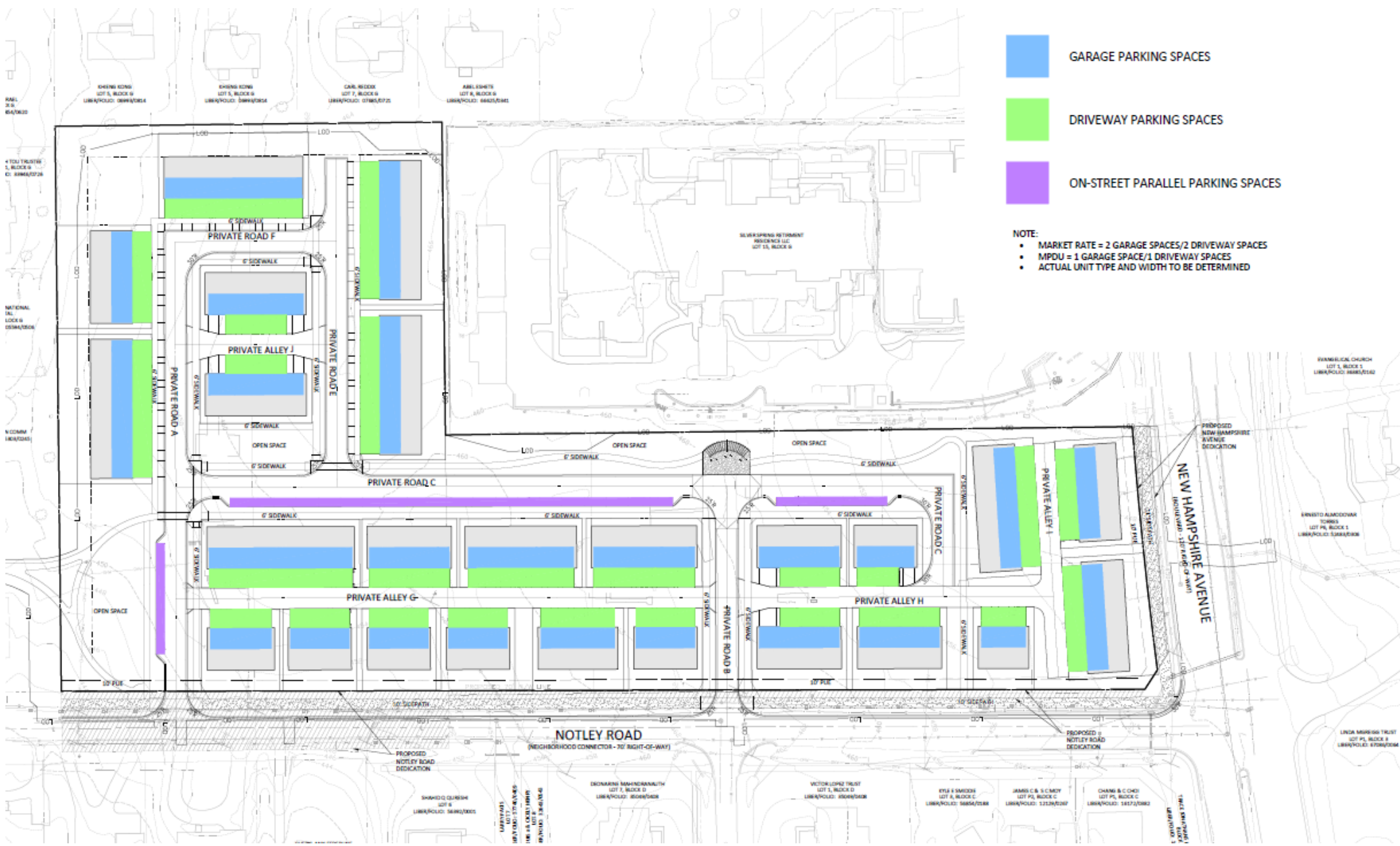
Section 4.1.8.B. Height Compatibility

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.

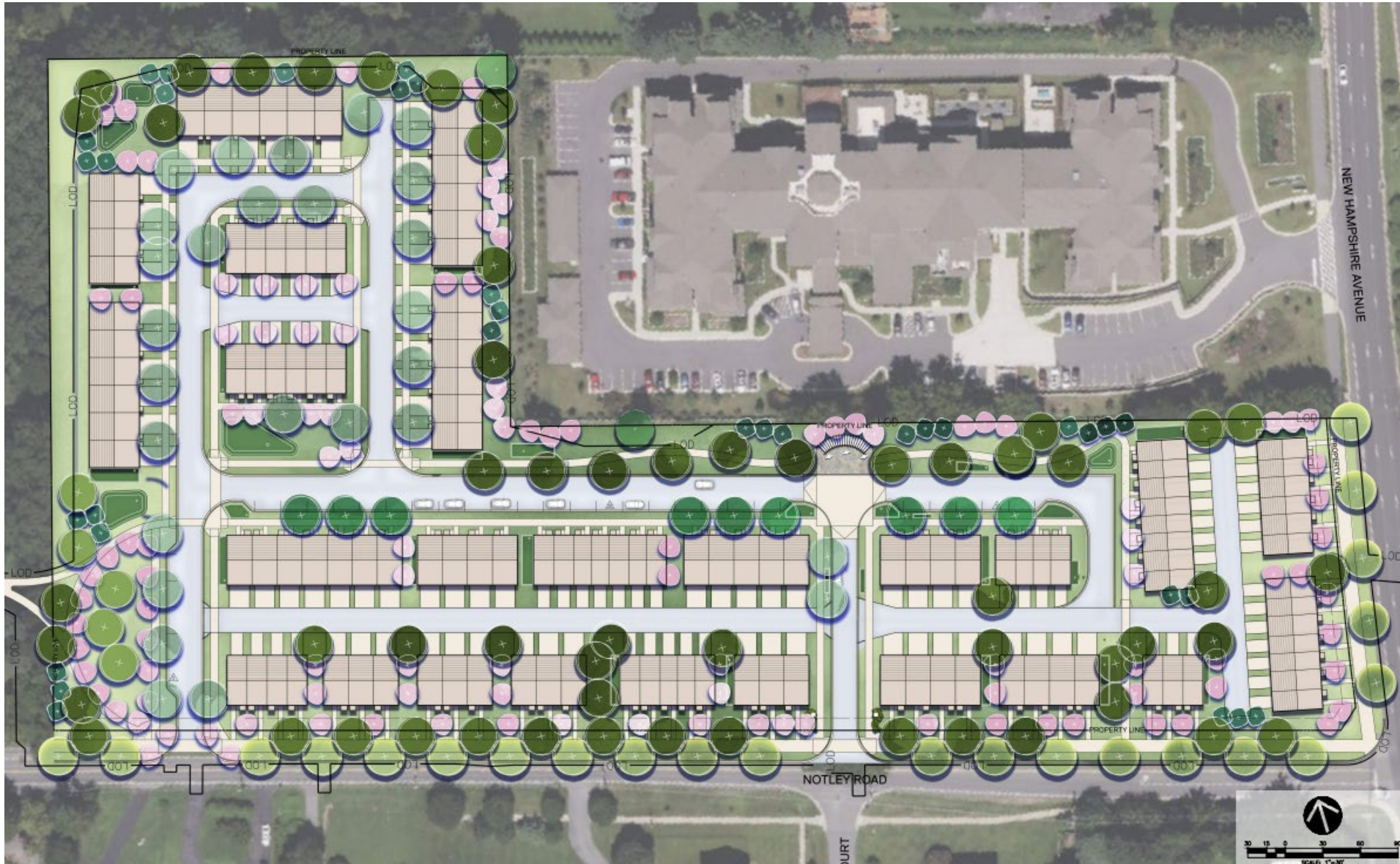
Green Cover Exhibit (Exhibit ____)



More than Adequate Parking On-Site (Exhibit __)



Updated Conceptual Layout Plan (Exhibit ____)



For Illustrative Purposes Only

Existing Access (Exhibit ____)



LEGEND

- Proposed Residential Building
- Subject Property Limits
- Proposed Face of Curb
- Proposed Public Utility Easement
- Proposed 30' Building Setback
- Proposed Sidewalk
- Proposed SWM Facility

NOTLEY ROAD
(NEIGHBORHOOD CONNECTION - 30' RIGHT-OF-WAY)

NEW HAMPSHIRE AVENUE
(EXISTING 40' RIGHT-OF-WAY)

PRIVATE ALLEY I

PRIVATE ALLEY C

PRIVATE ALLEY H

PRIVATE ALLEY J

PRIVATE ALLEY K

PRIVATE ALLEY L

PRIVATE ALLEY M

PRIVATE ALLEY N

PRIVATE ALLEY O

PRIVATE ALLEY P

PRIVATE ALLEY Q

PRIVATE ALLEY R

PRIVATE ALLEY S

PRIVATE ALLEY T

PRIVATE ALLEY U

PRIVATE ALLEY V

PRIVATE ALLEY W

PRIVATE ALLEY X

PRIVATE ALLEY Y

PRIVATE ALLEY Z

PRIVATE ALLEY AA

PRIVATE ALLEY AB

PRIVATE ALLEY AC

PRIVATE ALLEY AD

PRIVATE ALLEY AE

PRIVATE ALLEY AF

PRIVATE ALLEY AG

PRIVATE ALLEY AH

PRIVATE ALLEY AI

PRIVATE ALLEY AJ

PRIVATE ALLEY AK

PRIVATE ALLEY AL

PRIVATE ALLEY AM

PRIVATE ALLEY AN

PRIVATE ALLEY AO

PRIVATE ALLEY AP

PRIVATE ALLEY AQ

PRIVATE ALLEY AR

PRIVATE ALLEY AS

PRIVATE ALLEY AT

PRIVATE ALLEY AU

PRIVATE ALLEY AV

PRIVATE ALLEY AW

PRIVATE ALLEY AX

PRIVATE ALLEY AY

PRIVATE ALLEY AZ

PRIVATE ALLEY BA

PRIVATE ALLEY BB

PRIVATE ALLEY BC

PRIVATE ALLEY BD

PRIVATE ALLEY BE

PRIVATE ALLEY BF

PRIVATE ALLEY BG

PRIVATE ALLEY BH

PRIVATE ALLEY BI

PRIVATE ALLEY BJ

PRIVATE ALLEY BK

PRIVATE ALLEY BL

PRIVATE ALLEY BM

PRIVATE ALLEY BN

PRIVATE ALLEY BO

PRIVATE ALLEY BP

PRIVATE ALLEY BQ

PRIVATE ALLEY BR

PRIVATE ALLEY BS

PRIVATE ALLEY BT

PRIVATE ALLEY BU

PRIVATE ALLEY BV

PRIVATE ALLEY BV

PRIVATE ALLEY BW

PRIVATE ALLEY BX

PRIVATE ALLEY BY

PRIVATE ALLEY BZ

PRIVATE ALLEY CA

PRIVATE ALLEY CB

PRIVATE ALLEY CC

PRIVATE ALLEY CD

PRIVATE ALLEY CE

PRIVATE ALLEY CF

PRIVATE ALLEY CG

PRIVATE ALLEY CH

PRIVATE ALLEY CI

PRIVATE ALLEY CJ

PRIVATE ALLEY CK

PRIVATE ALLEY CL

PRIVATE ALLEY CM

PRIVATE ALLEY CN

PRIVATE ALLEY CO

PRIVATE ALLEY CP

PRIVATE ALLEY CQ

PRIVATE ALLEY CR

PRIVATE ALLEY CS

PRIVATE ALLEY CT

PRIVATE ALLEY CU

PRIVATE ALLEY CV

PRIVATE ALLEY CW

PRIVATE ALLEY CX

PRIVATE ALLEY CY

PRIVATE ALLEY CZ

PRIVATE ALLEY DA

PRIVATE ALLEY DB

PRIVATE ALLEY DC

PRIVATE ALLEY DD

PRIVATE ALLEY DE

PRIVATE ALLEY DF

PRIVATE ALLEY DG

PRIVATE ALLEY DH

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PRIVATE ALLEY DJ

PRIVATE ALLEY DK

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PRIVATE ALLEY DY

PRIVATE ALLEY DZ

PRIVATE ALLEY EA

PRIVATE ALLEY EB

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PRIVATE ALLEY ED

PRIVATE ALLEY EE

PRIVATE ALLEY EF

PRIVATE ALLEY EG

PRIVATE ALLEY EH

PRIVATE ALLEY EI

PRIVATE ALLEY EJ

PRIVATE ALLEY EK

PRIVATE ALLEY EL

PRIVATE ALLEY EM

PRIVATE ALLEY EN

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PRIVATE ALLEY FU

PRIVATE ALLEY FV

PRIVATE ALLEY FW

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PRIVATE ALLEY IG

PRIVATE ALLEY IH

PRIVATE ALLEY II

PRIVATE ALLEY IJ

PRIVATE ALLEY IK

PRIVATE ALLEY IL

PRIVATE ALLEY IM

PRIVATE ALLEY IN

PRIVATE ALLEY IO

PRIVATE ALLEY IP

PRIVATE ALLEY IQ

PRIVATE ALLEY IR

PRIVATE ALLEY IS

PRIVATE ALLEY IT

PRIVATE ALLEY IU

PRIVATE ALLEY IV

PRIVATE ALLEY IW

PRIVATE ALLEY IX

PRIVATE ALLEY IY

PRIVATE ALLEY IZ

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PRIVATE ALLEY JC

PRIVATE ALLEY JD

PRIVATE ALLEY JE

PRIVATE ALLEY JF

PRIVATE ALLEY JG

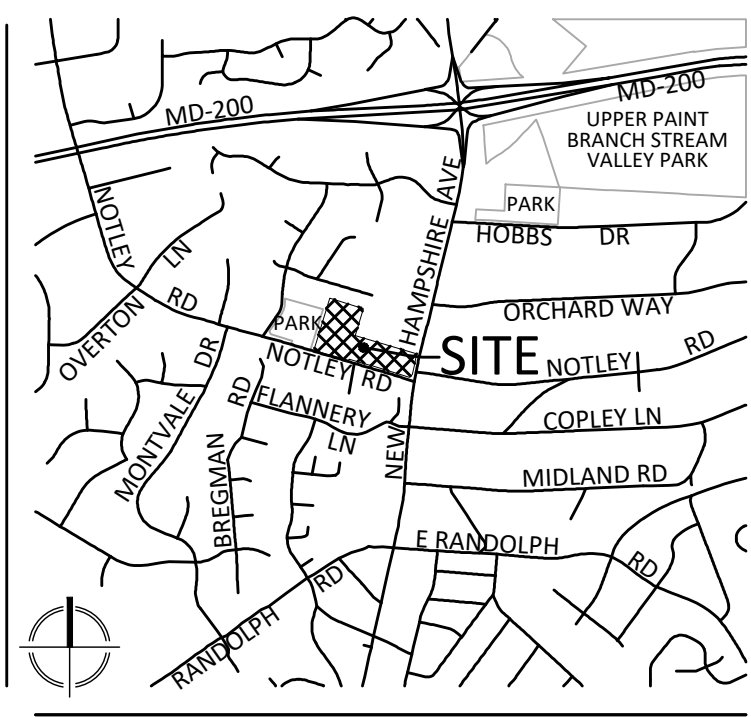
PRIVATE ALLEY JH

PRIVATE ALLEY JI

PRIVATE ALLEY JJ

PRIVATE ALLEY JK

Sight Distance (Exhibit ____)



VICINITY MAP
SCALE: 1" = 2000'

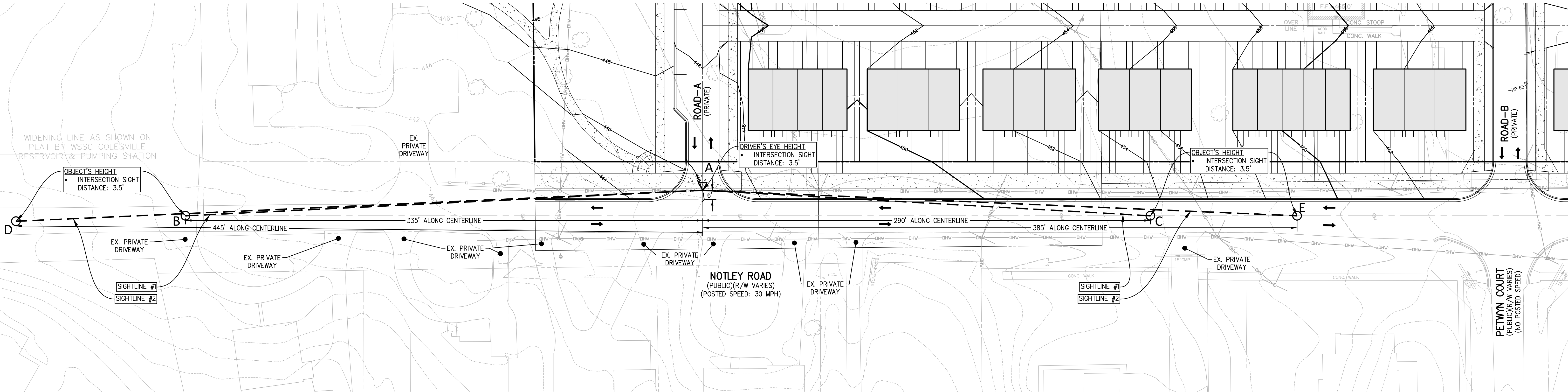
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4041 Powder Mill Rd., Suite 215
Beltsville, MD 20705
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Our Site Set on the Future.
PREPARED FOR:
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RESTON, VA 20191
202.360.5768
CONTACT: DAVID MULLER
e-mail: DMuller@ryansdev.com

PLANNER & CIVIL ENGINEER:
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CONTACT: ESRA SOYTUTAN, R.L.A.
LEED AP MD
esra.soytutan@vikamd.com

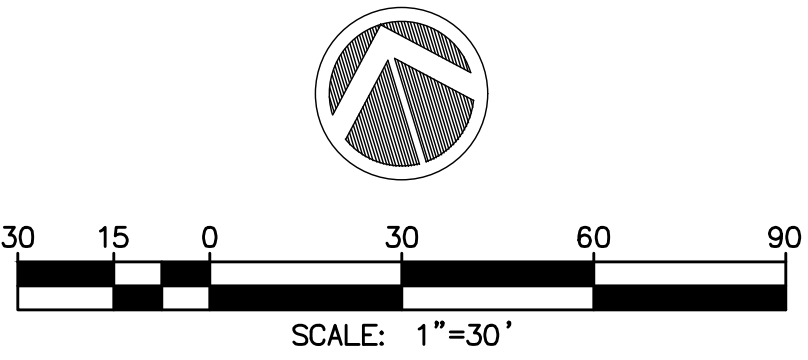
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ecrogers@lerchearly.com

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202.540.1927
CONTACT: KATIE WAGNER, P.E.
khw@goroveslade.com



SIGHT DISTANCE EVALUATION – ENTRANCE #1

SCALE: 1" = 30'



LEGEND:

- Object 3.5' ABOVE GRADE
- EYE HEIGHT 3.5' ABOVE GRADE
- SIGHT DISTANCE LINE
- DIRECTION OF TRAFFIC

NOTE:
SIGHTLINE #1 SHOWN HEREON IS BASED ON THE 30 MPH POSTED SPEED LIMIT OF NOTLEY ROAD.

SIGHTLINE #2 SHOWN HEREON IS BASED ON THE 85TH PERCENTILE SPEED OF 39 MPH, ROUNDED UP TO 40 MPH FOR CONSERVATIVE ANALYSIS PURPOSES. THE EVALUATION FORM IS REPRESENTATIVE OF SIGHTLINE #2, AND 40 MPH SPEED.

MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

Plan Number: VM50728A
Project Name: NOTLEY ROAD - RESIDENTIAL

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

Signature: _____
51971
PLS/PE MD Reg. Nr

Date: _____

Montgomery County Review:
☐ Approved
☐ Disapproved:
By: _____
Date: _____

FORM APPROVED 11-9-2023
Chief, Division of Transportation Engineering
Montgomery County Dept. of Transportation

Chief, Land Development
Montgomery County Dept. of Permitting Services

REVISID

Montgomery County
Department of Transportation

Sight Distance
Review Form

NOTE:
SIGHT DISTANCE EVALUATION INDICATES "L" AS LEFT TURN AND "R" AS RIGHT TURN. THEREFORE, THE TARGET DISTANCE FOR A LEFT TURN IS MEASURED LOOKING TO THE RIGHT, WHILE THE TARGET DISTANCE FOR A RIGHT TURN IS MEASURED LOOKING TO THE LEFT.

NOTLEY ROAD INTERSECTION SIGHT DISTANCE – ENTRANCE #1

HORIZ. 1"=50'
VERT. 1"=5'

NOT FOR CONSTRUCTION

"FOR LOCATION OF UTILITIES CALL 8-1-1 or 1-800-257-7777 OR LOG ON TO www.call811.com or http://www.missutility.net 48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY"

The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation. The excavator is responsible for compliance with requirements of Chapter 36A of the Montgomery County Code.

REVISIONS	DATE

NOTLEY ROAD
5TH ELECTION DISTRICT
MONTGOMERY COUNTY,
MARYLAND
WSSC GRID: 218NE01
TAX MAP: JR52

#H-159

**SIGHT
DISTANCE
PLAN
NOTLEY ROAD
ENTRANCE #1**

PROFESSIONAL SEAL

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A QUALIFIED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

NAME: LOGAN B. KELSO, P.E.
LICENSE NUMBER: 19371
EXPIRATION DATE: 12/31/2025

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DRAWN BY: GLS
DESIGNED BY: GLS/LBK
DATE ISSUED: NOV 2025
VIKA PROJECT VM50728
DRAWING NO. SIGHT-1 OF 2

SHEET NO.

LAYOUT: SIGHT-1, Plotted By: gaven.savero



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4041 Powder Mill Rd., Suite 215
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Our Site Set on the Future.

PREPARED FOR:
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CONTACT: DAVID MULLER
e-mail: DMuller@ryansdev.com

PLANNER & CIVIL ENGINEER:
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ecrogers@lercheearly.com

The site plan illustrates the proposed road layout for Notley Road, including intersections with Road A, Road B, and Petwin Court. The plan includes sightline analysis for various intersection points (A, B, C, D, E) and labels for existing and proposed roadways, including Notley Road, Road A, Road B, and Petwin Court. Key features include:

- Notley Road:** (Public/R/W Varies) (Posted Speed: 30 MPH)
- Road A:** (Private)
- Road B:** (Private)
- Petwin Court:** (Public/R/W Varies) (No Posted Speed)
- Intersections:** A, B, C, D, E
- Sightline Analysis:** Sightline #1 and Sightline #2 are shown for various intersection points.
- Object's Height:** Intersection Sight Distance: 3.5'
- Driver's Eye Height:** Intersection Sight Distance: 3.5'
- Centerline Distances:** 445' along centerline, 335' along centerline, 290' along centerline, 385' along centerline.
- Other Labels:** EX. PRIVATE DRIVEWAY, CONC. WALK, FRAME GARAGE, STONE, FENCE, etc.

A graphic scale bar and north arrow. The scale bar is marked with 30, 15, 0, 30, 60, and 90 feet. Below the bar is the text "SCALE: 1"=30'". Above the bar is a circular north arrow pointing towards the top right.

OBJECT 3.5' ABOVE GRADE

EYE HEIGHT 3.5' ABOVE GRADE

— — — — — SIGHT DISTANCE LINE


➔ DIRECTION OF TRAFFIC

SIGHTLINE #2 SHOWN HEREON IS BASED ON THE 85TH PERCENTILE SPEED OF 39 MPH, ROUNDED UP TO 40 MPH FOR CONSERVATIVE ANALYSIS PURPOSES. THE EVALUATION FORM IS REPRESENTATIVE OF SIGHTLINE #2, AND 40 MPH SPEED.

Profile view of a road section showing sightline analysis for a proposed grade. The diagram includes a vertical axis with elevations from 425 to 475 feet. A dashed line represents the existing ground, and a solid line represents the proposed grade. A hatched area indicates the proposed grade change. Five points are marked: D (start of first sightline), B (start of second sightline), A (proposed grade peak), C (start of third sightline), and E (start of fourth sightline). Sightlines are shown as dashed lines connecting these points. Below the profile, horizontal dimensions are provided for two different sightline scenarios. The first scenario shows a target distance of 335 feet with a sightline of 335.4 feet. The second scenario shows a target distance of 290 feet with a sightline of 290.5 feet. The third scenario shows a target distance of 445 feet with a sightline of 445.7 feet. The fourth scenario shows a target distance of 385 feet with a sightline of 385.3 feet. All distances are measured along the centerline of the road.

Scenario	Approaching Vehicle Target Distance	Sightline	Measured Distance Along Centerline
1	335'	335.4'	335' MEASURED ALONG CENTERLINE OF NOTLEY ROAD
2	290'	290.5'	290' MEASURED ALONG CENTERLINE OF NOTLEY ROAD
3	445'	445.7'	445' MEASURED ALONG CENTERLINE OF NOTLEY ROAD
4	385'	385.3'	385' MEASURED ALONG CENTERLINE OF NOTLEY ROAD

HORIZ. 1"=50'
VERT. 1"=5'

 "FOR LOCATION OF UTILITIES CALL 8-1-1 or 1-800-257-7777 OR LOG ON TO www.call811.com or <http://www.missutility.net> 48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY"

NOTE:
SIGHT DISTANCE EVALUATION INDICATES "L" AS LEFT TURN AND "R" AS RIGHT TURN. THEREFORE, THE TARGET DISTANCE FOR A LEFT TURN IS MEASURED LOOKING TO THE RIGHT, WHILE THE TARGET DISTANCE FOR A RIGHT TURN IS MEASURED LOOKING TO THE LEFT.

NOTLEY ROAD
5TH ELECTION DISTRICT
MONTGOMERY COUNTY,
MARYLAND
WSSC GRID: 218NE01
TAX MAP: JR52

#H-159

SIGHT
DISTANCE
PLAN
NOTLEY ROAD
ENTRANCE #2

PROFESSIONAL SEAL

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE
PREPARED OR APPROVED BY ME, AND THAT I AM A
DULY LICENSED PROFESSIONAL ENGINEER UNDER THE
LAWS OF THE STATE OF MARYLAND.

NAME: LOGAN B. KELSO, P.E.
LICENSE NUMBER: 51971
EXPIRATION DATE: 12/31/2025

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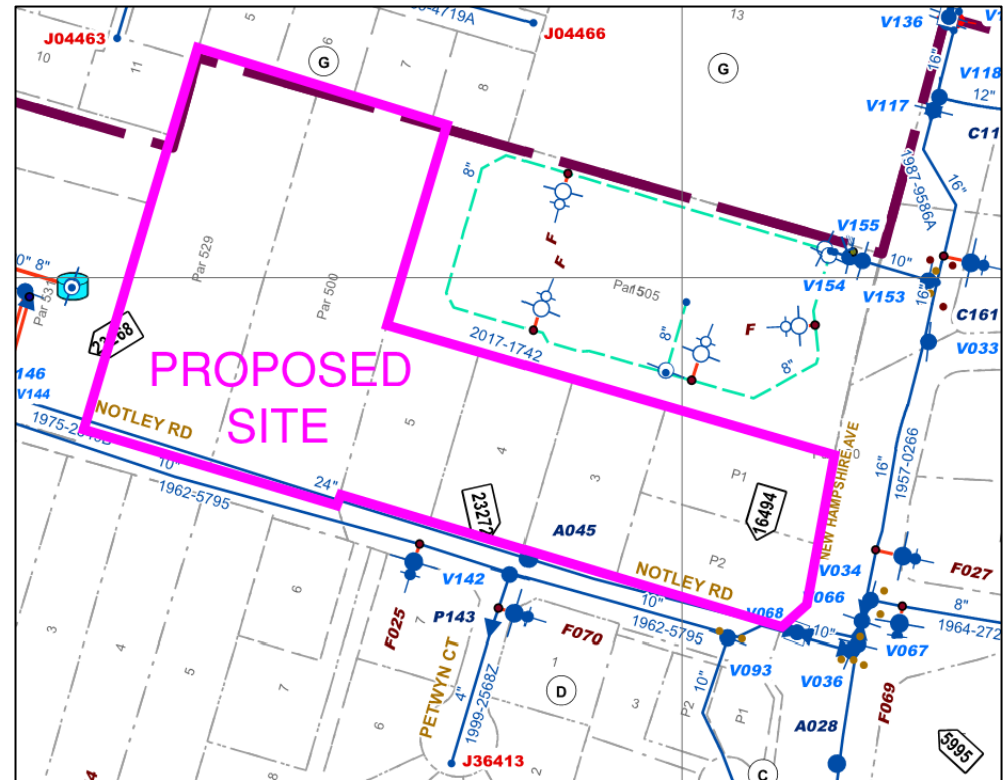
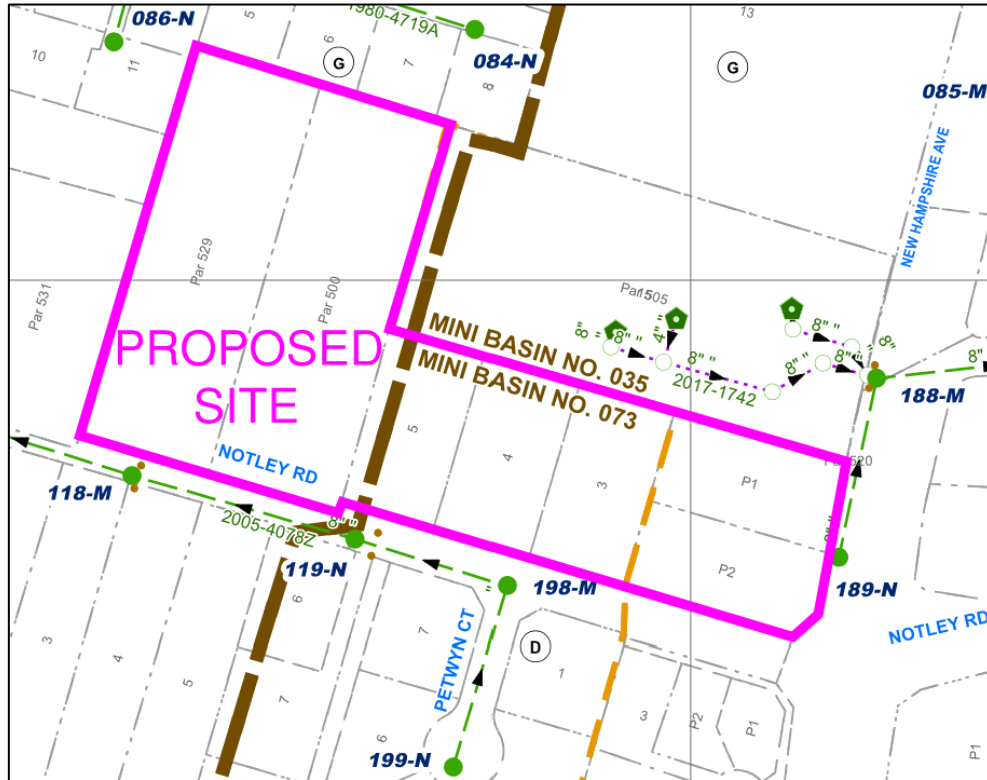
DRAWN BY: GLS
DESIGNED BY: GLS/LBK
DATE ISSUED: NOV 2025

VIKA
PROJECT VM50728

DRAWING
NO. SIGHT-2 OF 2

SHEET NO.

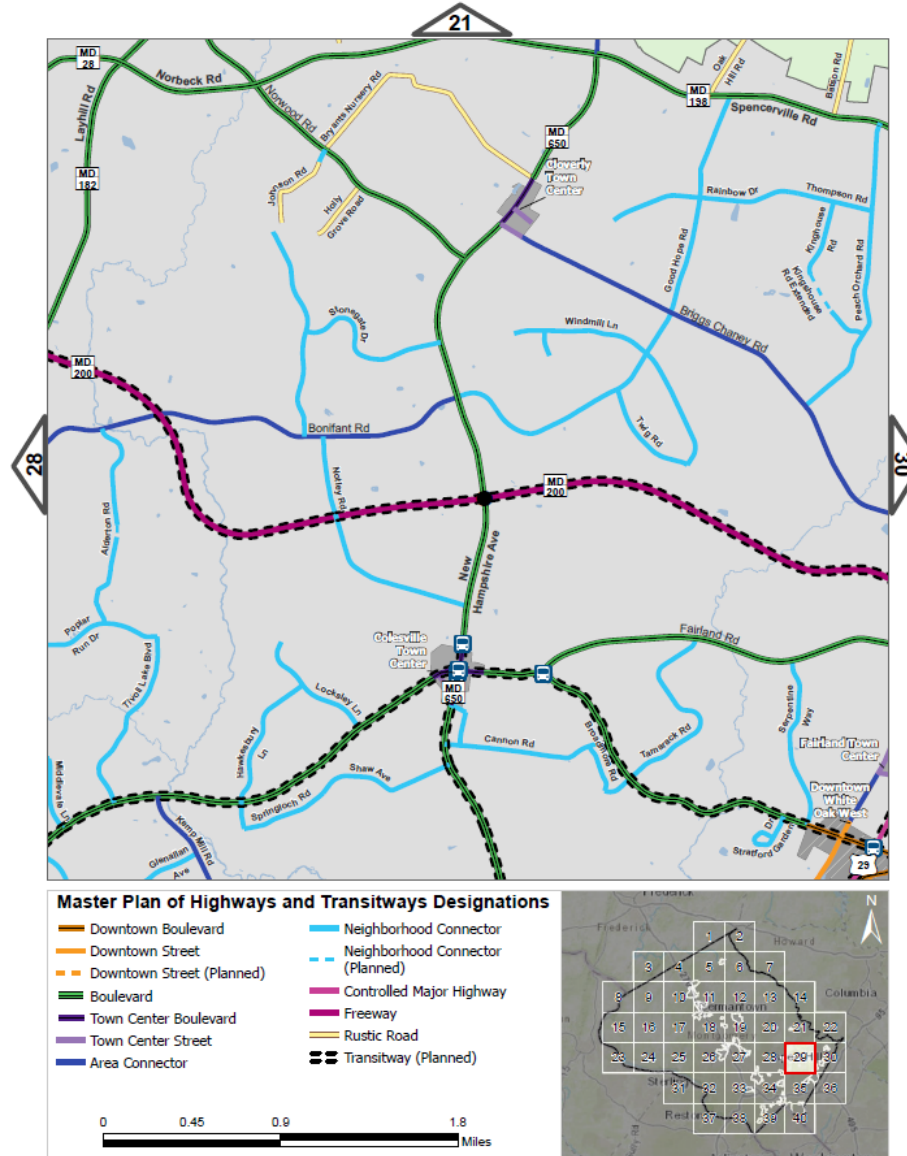
Water/Sewer (Exhibit ____)



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

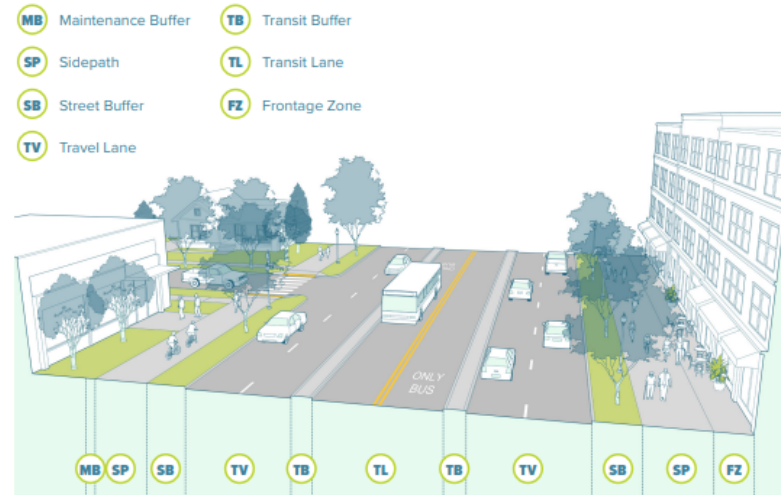
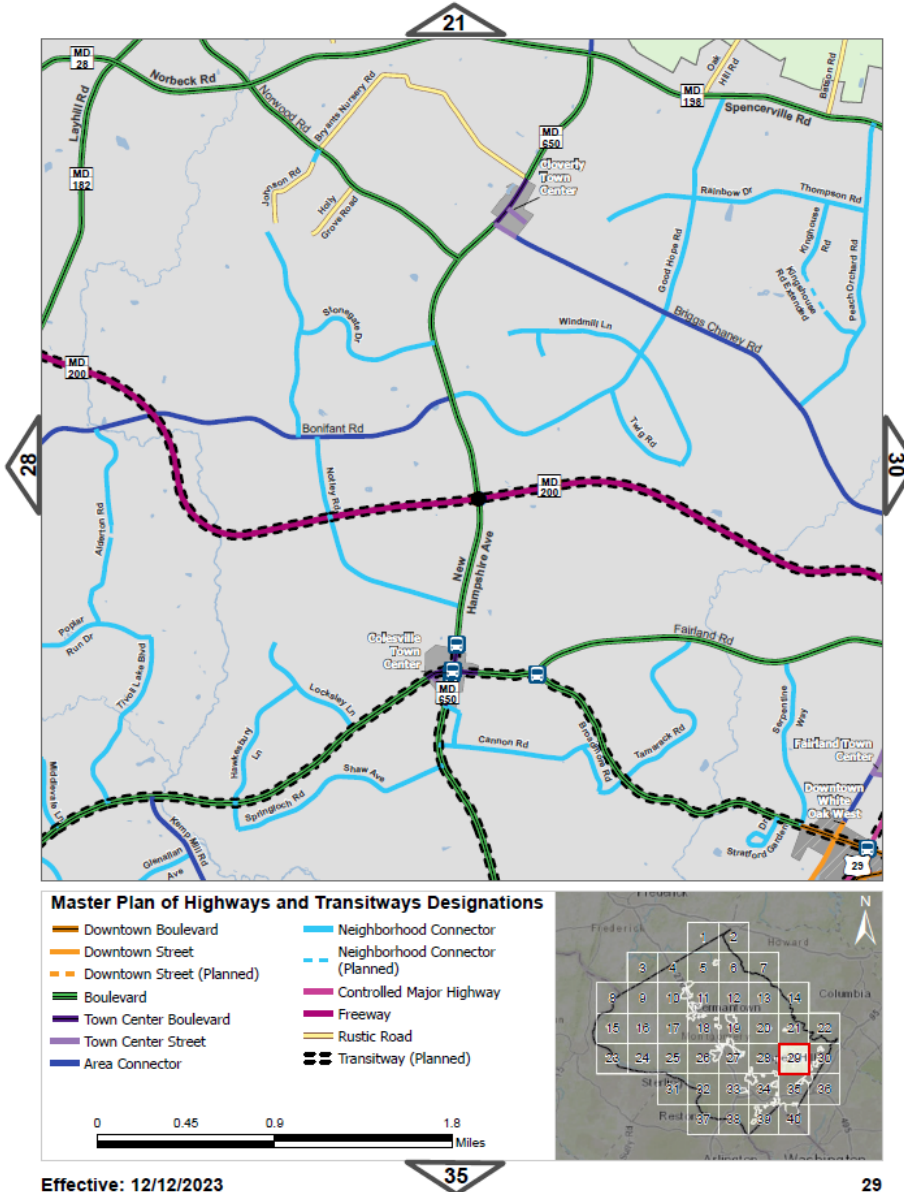


Figure 2-42. Boulevard

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:

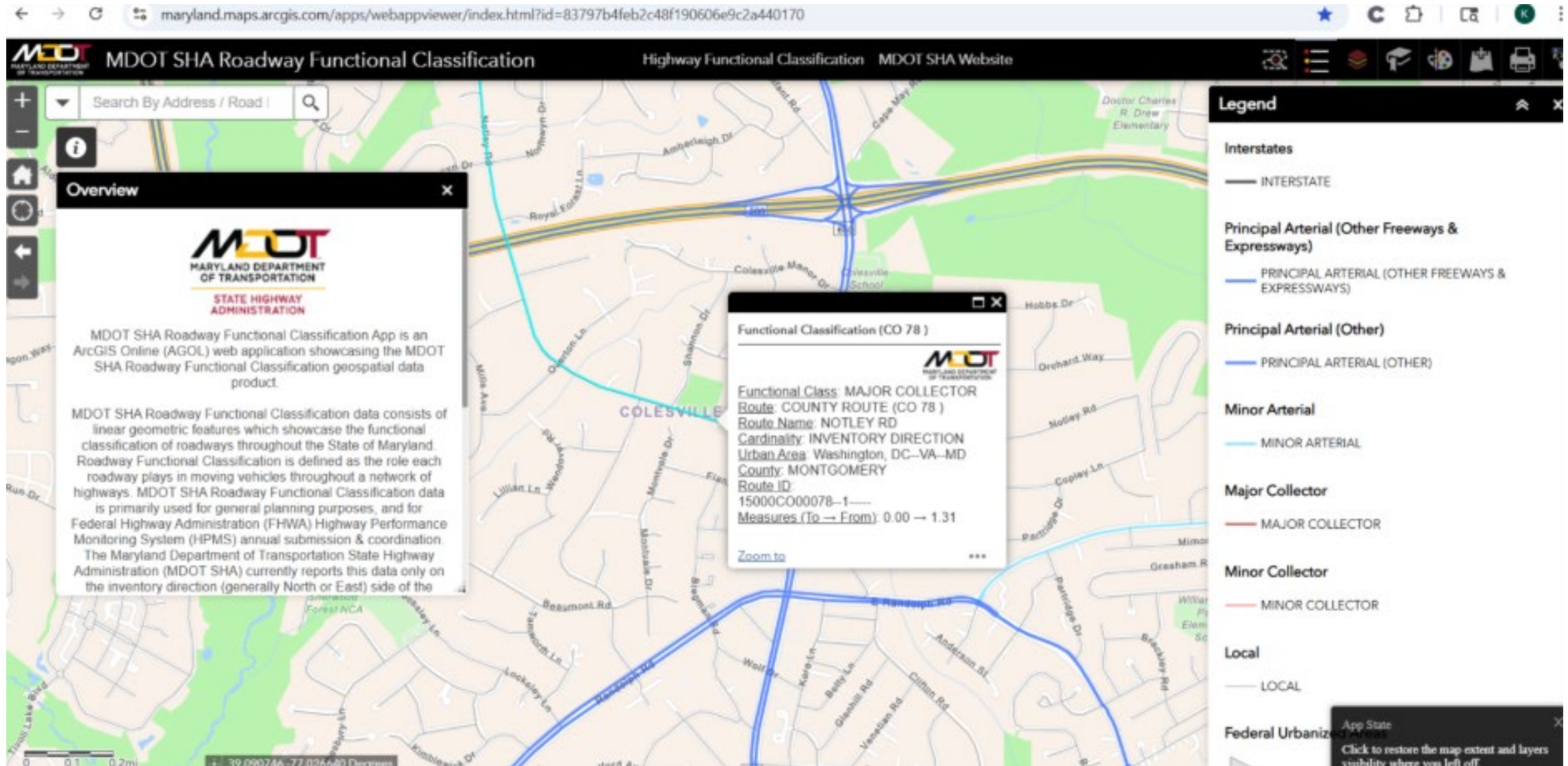
- » **Development intensity:** Moderate- to low-intensity development, primarily residential
- » **Pedestrian and bicycle activity:** Moderate
- » **Vehicle activity:** Moderate volume of personal vehicles
- » **Transit service:** Moderate to frequent
- » **On-street parking:** Provided in some locations, 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 _____)



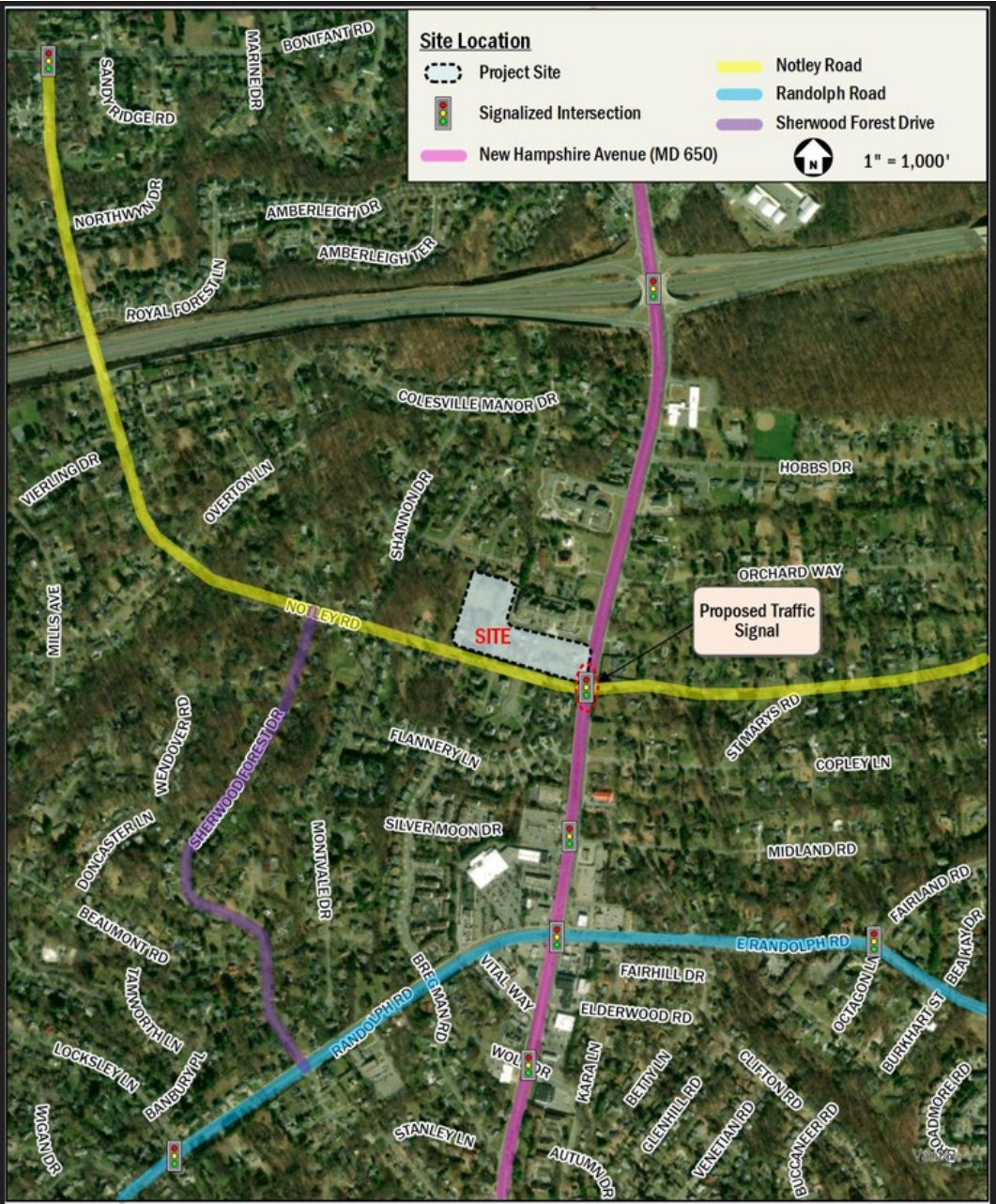
Figure 6: Study Intersections

CLV Table (Excerpt from Exhibit ____)

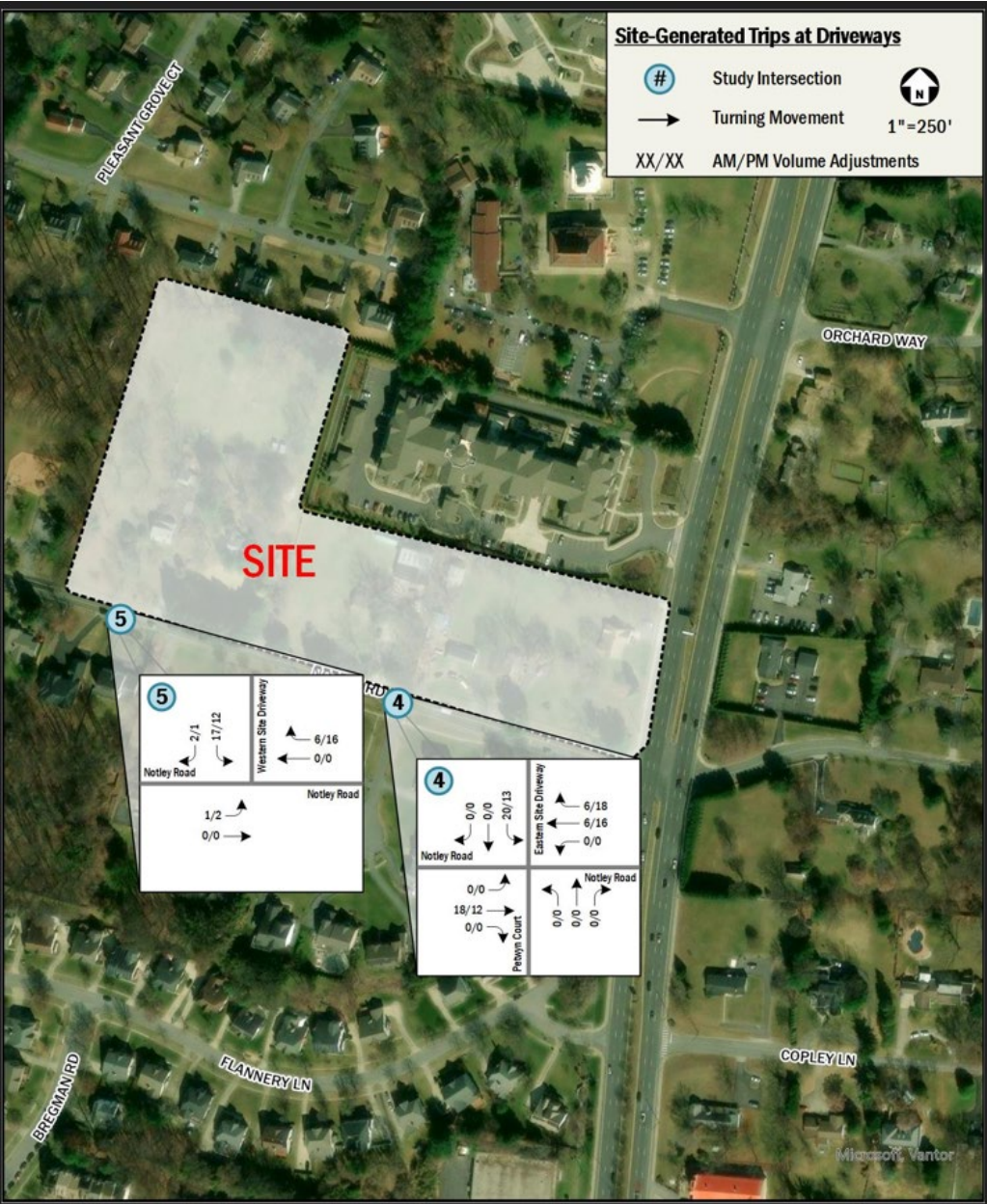
Table 6: Intersection CLV Delay Results

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 ____)

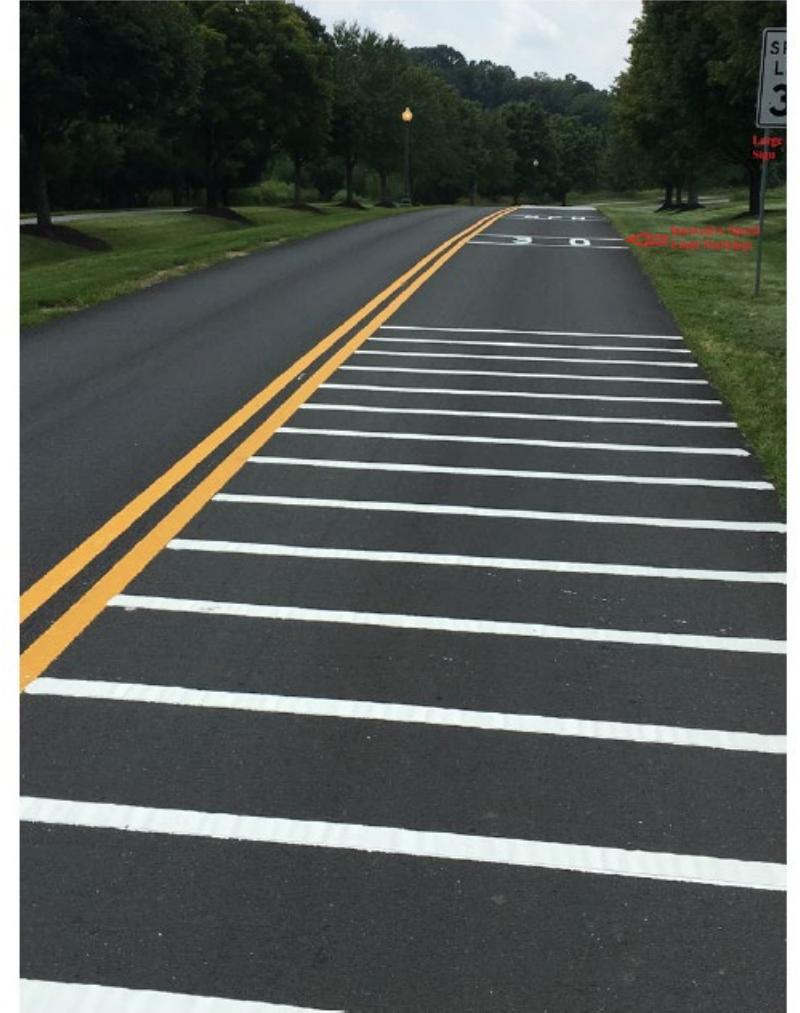


Figure 8-11. Example of optical speed bars

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 _____)

