

**Updated Land Use Report
Local Map Amendment No. H-159
Notley Road**

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I. Overview

Notley Assemblage LLC, an affiliate of Ryan Stuart Development, (the "Applicant") is submitting this Local Map Amendment ("LMA") application to rezone the property located in the northwestern corner of the intersection of Notley Road and New Hampshire Road in Silver Spring, Maryland (the "Property").¹ Specifically, the Applicant seeks to rezone the Property from the R-200 Zone to the Commercial Residential Neighborhood Floating Zone ("CRNF") – CRNF-1.0, C-0.0, R-1.0, H-50'.

As discussed more fully below, the proposed rezoning will accommodate desired redevelopment of the Property with a townhouse community that will provide much-needed additional housing along a major corridor, to help address the County's housing needs. The Applicant is proposing to redevelop the Property with up to 130 Townhouse Living units (the "Project"). The Project layout has been designed to ensure compatibility with the surrounding neighborhood, and the proposed development will satisfy all applicable standards of the Montgomery County Zoning Ordinance (the "Zoning Ordinance") and substantially confirm to the goals and recommendations of the *1997 Approved and Adopted White Oak Master Plan* (the "Master Plan") and the County's General Plan, Thrive 2050.

Subsequent to approval of the Local Map Amendment, the Applicant will seek Preliminary Plan and Site Plan approval from the Montgomery County Planning Board (the "Planning Board") to facilitate the redevelopment of the Property.

II. Design Iteration

The Applicant has made numerous revisions to the proposed Floating Zone Plan to address comments received from both Park and Planning Staff and the surrounding community. Specifically, the revised Floating Zone Plan, submitted concurrently with this Land Use Report, incorporates the following revisions:

1. The proposed density has been decreased from the up to 150 units (previously proposed) to the up to 130 units now proposed.
2. The proposed building height has been decreased, with the maximum building height now proposed at four stories or 50 feet.
3. The building massing along Notley Road has been substantially revised to mimic single-family building form and typology. The revised plan breaks up the massing of units along Notley Road and proposes smaller clusters of townhomes that will have a collective maximum front width of 100 feet per stick, which is comparable with the widths of the

¹ The Property includes several parcels with the following addresses 13707, 13711, 13715, 13719, 13727, and 13733 Notley Road, and 13704 New Hampshire Avenue.

single-family homes directly across the street. Although the architectural design will be finalized at the time of Site Plan, the townhomes along Notley Road will be designed to read as single-family structures, by utilizing traditional single-family design elements and incorporating side and/or rear unit access points (to minimize the number of entrances per stick directly along Notley Road). To the extent possible, the resulting façades, as viewed from Notley Road, will read as single-family structures, as opposed to sticks of individual townhome units. Additionally, the front setback along Notley Road has been increased from the 40.5 feet previously proposed (as measured from the back of the curb) to 43.5 feet, to provide a greater buffer and larger “front yards” along the street. Because of fire access requirements, there is not much additional allowance for increasing this further. More importantly, and to replace the existing treed frontage, the Applicant is also exploring an alternative streetscape design that would meet the standards contained in Complete Streets and the Bicycle Master Plan, but allow the Applicant to provide a double row of trees along the Notley Road frontage.

4. The open space layout has been modified to incorporate a more public facing open space along Notley Road, which abuts the adjacent public park. The location of this approximately 18,000 square foot open space along Notley Road will visually expand the neighborhood park and facilitate alternative means of pedestrian connections to the park, both from Notley Road and internal to the site.
5. Additionally, the internal public streets have been modified to allow the western most access drive to activate the open space on Notley Road and allow the open space to read as more public space. The private alley running parallel to Notley Road has also been widened to read as a more public street (as opposed to an alley), with room for street trees, and full driveways, so as to substantially increase the amount of parking provided on-site.
6. The amount of on-site parking has been increased to provide both additional resident and private visitor spaces, as well as to provide additional on-street visitor parking spaces.
7. The Applicant has tightened the proposed Limits of Disturbance to minimize tree impacts. As a result, the Applicant is now able to save off-site trees, while accommodating the desired park connection.

III. Property Description

A. Site Location and Existing Conditions

The Property is comprised of an assemblage of individual parcels, generally bounded by New Hampshire Avenue to the east, Colesville Manor Neighborhood Park to the west, the senior housing facility, known as the Wilshire Estates, to the north, and Notley Road to the south. Specifically, the Property is comprised of Part of Lot 1, Part of Lot 2, and Lots 3-5 in the “Price’s Subdivision” as recorded among the Montgomery County Land Records at Plat No. 1767 and two unrecorded parcels in “Beall’s Manor”. As shown on the Floating Zone Plan (the “FZP”), the

Property has a combined (net) Lot area of approximately 390,812 square feet (or 8.97 acres) and a (gross) Tract area, including prior right-of-way dedications, of approximately 435,254 square feet (or 9.99 acres).

The Property is currently improved with several single-family detached dwellings units and associated accessory structures. Access to the Property is currently provided through seven separate vehicular access points along Notley Road and one curb cut on New Hampshire Avenue. As thoroughly explained below, the proposed redevelopment will improve vehicular circulation by consolidating the numerous existing access points into two curb cuts along Notley Road, with no vehicular access (except for fire access) provided from New Hampshire Avenue.

The Property is located within a larger neighborhood bounded by Colesville Manor Road and Hobbs Drive to the North; Hollywood Branch, a tributary of the Paint Branch, and part of the Colesville Farm Estates to the east; East Randolph Road to the south, and the Middle Main Tributary of the Northwest Branch, Lehigh Road, Sherwood Forest Drive and Montvale Drive to the west (the “Surrounding Neighborhood”). This boundary defines the approximate pedestrian walk shed of 5-10 minutes where there are visual or physical connections and paths up to natural and human-made edges.

The Surrounding Neighborhood, as depicted in Attachment A, is characterized as a true mixed-use neighborhood, including several forms of residential uses (*e.g.* large senior living facilities, townhouses, and single-family detached homes), as well as commercial (*e.g.* the Colesville Center and a Park-and-Ride facility), institutional (*e.g.* the Cambodian Buddhist temple) uses, and a public park.

B. Zoning and Permitted Uses

This Local Map Amendment requests approval for the application of a Floating Zone to the Property, to rezone the Property from the R-200 and to the CRNF-1.0, C-0.0, R-1.0, H-50' Zone. Sections 5.3.3.A.1 and 3.1.6 of the Montgomery County Zoning Ordinance (the "Zoning Ordinance") permit Townhouse Living uses by right in the CRNF Zone.

C. Surrounding Zoning and Land Uses

The zoning and land uses of surrounding properties are described as follows:

- North: Abutting the Property to the north is the senior living facility known as the Wilshire Estates, which is zoned R-200. Farther to the north is the Cambodian Buddhist Society and an assisted living/ memory care facility known as the Silver Spring Healthcare Center, also located in the R-200 Zone.

- East: Confronting the Property directly across New Hampshire Avenue is the Eun Sam Evangelical Church of Washington, located in the RE-1 Zone. Farther beyond is a single-family detached neighborhood, also zoned RE-1.
- South: Confronting the Property to the south, across Notley Road, are single family detached homes located in the R-200 and R-90 Zones. Farther beyond is a townhouse community located in the Planned Development (PD-7) Zone and the Colesville Center, a neighborhood shopping center, located in the Neighborhood Retail zone.
- West: Immediately adjacent to the Property to the west is a WSSC facility and the Colesville Manor Neighborhood Park, located in the R-200 zone. Farther beyond the park are single-family detached homes, also zoned R-200.

IV. Proposed Development

The Applicant is proposing to develop the Property with a residential townhouse community. The design and layout of the Project will be finalized with the subsequent Preliminary and Site Plan applications but is proposed to include up to 130 townhouse living units, including 12.5 percent moderately priced dwelling units ("MPDUs") (or up to 17 MPDUs), with associated parking, open space, and amenities.²

The proposed townhomes have been strategically arranged to create a sense of community and encourage pedestrian activity, while also promoting a compatible transition to the surrounding residential communities. The townhomes along the Property's New Hampshire Avenue frontage have been oriented to be parallel with the street, with front doors directly facing the public realm, to activate and define this major corridor. Along Notley Road, the townhomes have been oriented and designed to provide a more single-family aesthetic, with units grouped so as to have no more than 100 feet front width, to conform with the width of the existing single-family homes across the street. No parking will be located between the building and the surrounding public streets, so as to promote a more safe and pleasing pedestrian environment. Internally, the Project is organized around the proposed private streets and open spaces, which the units have been designed to front onto where feasible. The Project also includes substantial streetscape improvements along Notley Road (where no sidewalk currently exists) and New Hampshire Avenue (where there currently is only a 5-foot sidewalk with no pedestrian buffer). Collectively, the Project design will enhance the pedestrian environment, improve connectivity, and promote compatibility with the surrounding community.

² The Project may include two-over-two units for the units oriented parallel to New Hampshire Avenue.

A. Architecture Design

The building architecture will be finalized at the time of Site Plan. However, at this early stage, the architecture is intended to create a vibrant, residential community, with special attention paid to details and design. The building design will include typical residential materials such as masonry and/or siding and traditional residential design elements and rooflines. The townhomes along Notley Road will be designed to read as single-family homes, with a cohesive building design and incorporation of side and/or rear entry doors within each stick. The majority of the townhomes will be four-story units. MPDU units will be provided in accordance with the County's requirements.

B. Open Space

In accordance with the requirements of Sections 5.3.5.D.2.a and 4.5.3.C of the Zoning Ordinance, the Project will include a minimum of 10% (or \pm 39,081 square feet) of open space. As required by Section 6.3.2, this open space will be designed as common open space.

The Open Space will be provided through a series of spaces that provide diverse opportunities for residents to gather and recreate. In accordance with the requirements of Section 6.3.5.B of the Zoning Ordinance, the common open space will be located in a central position in the neighborhood and bordered by streets or building lots. The common open spaces will function in tandem to create diverse open space offerings that will be in a continuous area (only separated by residential streets).

Specifically, the common open space is envisioned to include three main components: (1) a linear park that connects New Hampshire Avenue to the central open space, (2) a central park, and (3) a neighborhood park expansion (located along Notley Road, abutting the Colesville Manor Neighborhood Park). The Linear Park is envisioned to include a walking path with various seating opportunities and shade, to provide opportunities for passive recreation and socialization. The Linear Park will incorporate stormwater management features that will serve as interactive learning elements, demonstrating natural water filtration with native plantings. The Central Park is framed by streets on three sides and is planned to include natural playground elements, which will provide opportunities for children to gather and recreate in a safe and visible area of the community. Lastly, the neighborhood park expansion, located along Notley Road in the southwest corner of the Property, will serve as a physical and visual expansion of the Colesville Manor Neighborhood Park. This open space will serve as a more pedestrian friendly, public entrance to the adjacent park, with a curvilinear pathway connecting the park from the street (where no such dedicated pedestrian pathway currently exists). Collectively, these open spaces will provide opportunities for recreation, socialization, and connection with nature while prioritizing sustainability and education. Pollinator gardens will be integrated throughout, offering hands-on educational experiences for children while supporting biodiversity. The landscape will emphasize

native and adaptive species, ensuring ecological resilience, seasonal interest, and low-maintenance sustainability. The final design and programming of these common open spaces will be determined at the time of Site Plan.

C. Parking and Circulation

To ensure the Project will not have any adverse impacts on the surrounding neighborhood, the Project will provide adequate parking on-site to accommodate all users of the Property. Parking for the townhouse units will be provided through in-unit garages and/or driveways, and ample on-street parking will be provided for visitors.

Sections 5.3.5.D.1 and 6.2.4.B requires a minimum of two parking spaces/unit.³ The Project will exceed the minimum requirement, and is currently planned to provide 379 parking spaces in-unit garages and/or driveways and 30 additional on-street visitor parking spaces, for a total of 409 parking spaces. The final parking counts to be determined at the time of Site Plan approval.

As discussed above, the Project will significantly improve vehicular access, as compared to the existing conditions. Currently, there are seven (7) curb cuts on Notley Road and one (1) curb cut on New Hampshire Avenue. The Project consolidates these vehicular access points into two curb cuts on Notley Road (with only emergency fire access permitted from New Hampshire Avenue). The Project will include several internal private streets and alleys, organized in a grid network to facilitate connectivity.

D. Private Roads Justification

The Project is proposing a series of private streets for the Project, chiefly to implement compliance with the Complete Streets Guide, where roadways are designed and operated to provide safe, accessible, and healthy travel for all users of our roadway system, including pedestrians, bicyclists, transit riders, and motorists. Proposing a public street for the Project is not feasible, as several elements of the site layout preclude public right-of-way maintenance. Specifically, these elements are anticipated to include, but are not limited to, “tabletop” intersections, road-side stormwater management facilities and centerline radius less than standard road code requirements. Additionally, to accommodate many of the design modifications made in response to comments received (*e.g.* widening of the east-west alley closest to Notley Road to read as an internal street and provide additional parking), many of the internal streets are narrower than required for a public street.

³ The parking requirement is based on the proposed CRNF zoning, outside of a reduced parking area.

The road design will be designed with sound engineering principles for safe use for the intended target speeds throughout the site. The pavement surface depth and structural design will be designed according to the corresponding public road construction specifications. Furthermore, Stormwater Management (SWM) can be more flexible within private roads to create a progressive application of Environmental Site Design (“ESD”) and will follow Montgomery County Department of Permitting Services’ (MCDPS) Technical Policy #8 for safe placement of SWM practices.

In accordance with Section 4.3.E.4.b of the Subdivision Regulations, the following lists design elements and justification of the proposed private roads that do not meet public road standards for a residential street. The *Montgomery County Complete Streets* manual, “Neighborhood Streets” best describes the proposed street type of all private streets. Neighborhood Streets serve predominantly residential areas with low volumes of motor vehicle traffic, focusing on slow speeds, pedestrian safety, healthy street trees and well-defined routes to nearby parks, transit, and schools.

In order to be considered for approval as a private street under Section 4.3.E.4.d. of the Subdivision Regulations, a proposed road must not:

- *Be needed to maintain area circulation.*

As described above, the proposed Private Streets are internal to the proposed development. They do not serve area circulation and are only needed for circulation within the Project.

- *Provide continuous corridors to serve the general public and quasi-public needs such as communication, utility, and future potential transportation or other systemic needs that serve the public on a long-term basis.*

The proposed Private Streets are not part of a continuous corridor and are not part of the network modeled for the area capacity.

- *Is not needed to be part of the network modeled for area capacity.*

The proposed Private Streets are not necessary to serve the general public needs for communication, utility, or future potential transportation and will not negatively affect development of other properties.

Private Streets – Neighborhood Street

Right of way width: 45’ minimum, 53’ maximum with parking

Travel Lanes: 10.5’

Parking Lane: 0’ or 8’ where provided

Street Buffer: 6'
Sidewalk: 6'
Maintenance buffer: 0'

E. Civil Engineering

1. Natural Resource Inventory/Forest Stand Delineation

The Property is subject to the requirements of Chapter 22A of the Montgomery County Code (the "Forest Conservation Law"). A Simplified Natural Resources Inventory ("NRI") (No. 420251460) was approved for the Property on May 22, 2025 which denotes existing trees and certain natural features on the Property. As shown on the NRI, the Property contains no existing forest. However, forty-two (42) specimen trees (30" DBH and larger), twenty-eight (28) on-site and fourteen (14) off-site, have been identified and survey-located on and adjacent to the subject property and are shown on the NRI. The Property contains no protected soils, endangered species, or other natural features that would impact development. The site is not located within a Special Protection Area.

A Preliminary Forest Conservation Plan ("PFCP") (No. is F20250680) has been prepared to accompany the proposed Local Map Amendment. The Project meets forest conservation requirements through 1.45 acres of afforestation to be satisfied through an off-site forest bank or fee-in-lieu payment. The plan proposes to remove 21 of the existing specimen trees on-site. The Applicant has tightened the limits of disturbance and modified the site design to minimize impacts to the off-site specimen trees. As a result, no off-site trees are proposed to be removed. Accordingly, the Project requests a variance from section 22A-12(b)(3) of the Montgomery County Code. The referenced section addresses the requirement to not disturb "any tree with a diameter, measured at 4.5 feet above the ground, of (i) 30 inches or more; or (ii) 75% or more of the diameter measured at 4.5 feet above ground of the current State champion tree of that species." As mentioned above, and shown on the Simplified Natural Resource Inventory, there are specimen trees inventoried on, or within 100' of the site boundary for the Project. Details regarding the location, species, size and condition of the specimen trees included in the tree variance request are provided on the PFCP. A tree variance request is also being submitted concurrently with this Land Use Report. For the removal of the existing specimen trees sixty-three (63), three (3) inch caliper will be required for mitigation.

2. Stormwater Management Concept Plan

The Project will comply with the requirements of Chapter 19 of the Montgomery County Code. Because the Project will result in more than 5,000 square feet of disturbance, the Applicant will submit a Stormwater Management Concept Plan prior to submitting the Preliminary Plan and Site Plan applications. There is no known stormwater management on the site today and as such, water currently sheet flows off the property uncontrolled into the Notley Road and New Hampshire

Avenue right-of-way and adjacent properties. As such, the Project will substantially improve the treatment of stormwater management on-site. In accordance with 2010 MDE Stormwater Management Regulations, the site will implement Environmental Site Design ("ESD") practices to the maximum extent practicable ("MEP").

In order to manage the required stormwater volume to the MEP, the Applicant proposes to utilize both graded and planter style micro-bioretenion facilities. The SWM Strategy Plan included in this Application shows the approximate location, number, and size of stormwater management practices required to meet ESD to the MEP. The proposal will be further refined when the Concept Stormwater Management Plan is submitted for approval in connection with the subsequent Preliminary Plan of Subdivision. However, as demonstrated by the SWM Strategy Plan, it is expected that the proposed layout of the Project will fully accommodate stormwater management facilities that meet/exceed applicable County and State requirements.

In addition to stormwater facilities, the Project grading has been designed to substantially improve the existing conditions. As noted above, water currently sheet flows off the Property toward Notley Road, where there is no storm drain system, and the adjacent properties. To address this condition, the Applicant is proposing to re-grade the site, including storm infrastructure, such that the majority of the site conveys to New Hampshire Avenue in a closed system (underground structures and pipes). This network also includes stormwater management facilities (micro-bioretenion) which convey the 10-Year storm event through the storm infrastructure to New Hampshire. This provides a significant and important benefit to the surrounding community by reducing the impact to Notley Road.

3. Sediment and Erosion Control

A Sediment and Erosion Control Plan will be prepared and submitted to DPS for approval after Stormwater Management Concept approval and prior to commencement of construction on the Property.

4. Adequate Public Facilities

The public facilities are adequate to support and service the proposed development. As discussed above, a Preliminary Plan will be filed subsequent to the LMA approval. As such, the Montgomery County Planning Board ("Planning Board") will be responsible for determining whether Adequate Public Facilities ("APF") exist to support the proposed development of the Property at the time of Preliminary Plan.

i. Traffic

The Property falls within the Yellow Policy Area in the current FY 2024-2028 Growth and Infrastructure Policy. An analysis of peak hour vehicular trips generated by the proposed

development was performed in accordance with the 2025 update to the Maryland-National Capital Park and Planning Commission's (M-NCPPC) Local Area Transportation Review (LATR) Guidelines. A Traffic Impact Analysis (the "Traffic Analysis"), prepared by Gorove Slade, has been submitted in connection with this Application. Gorove Slade has concluded that all the intersections operate well within the congestion standards under all the existing, background and total future scenarios and no further motor vehicle adequacy analysis or mitigation is required to satisfy the County's adequacy standards.

Additional HCM analysis requested by the State Highway Administration concluded that existing delays at the New Hampshire Avenue (MD 650) intersection with Randolph Road exceed the 59 second delay per vehicle standard, without the inclusion of the site generated trips. The New Hampshire Avenue (MD 650) and Notley Road intersection do not trigger mitigation as the delay does not exceed 59 seconds per vehicle. A preliminary traffic signal warrant study was conducted as requested by SHA and results indicate that a new traffic signal is warranted at this intersection under existing conditions without the project. To improve the existing conditions near the site, the following mitigations are proposed:

- New traffic signal at Notley Road and New Hampshire Avenue (MD 650)
- Signal timing adjustments at Randolph Road and New Hampshire Avenue (MD 650)

All study area intersections with the mitigation identified above will operate better than the existing or background conditions for the total future condition with the proposed development.

Additional safety countermeasures for speed management improvements are warranted based on the existing 85th percentile speed along Notley Road exceeding the posted speed limit by over 20%. The improvements will be reviewed during the Preliminary Plan Submission.

In addition, non-auto modal deficiencies were identified near the Project. At the time of the Preliminary Plan, the Applicant will work with MCDOT and Planning Staff to identify which improvement options should be pursued to meet the requirements to mitigate deficiencies in the Vehicular, Pedestrian, Bicycle, and Bus Transit systems.

ii. Schools

The Property is served by Westover Elementary School, White Oak Middle School, and Springbrook High School. The Property is located within the Turnover School Impact Area.

The current FY 2026 Annual Schools Test indicates that all three school levels are operating with capacity, without triggering the need for a Utilization Premium Payment. Based on projected student enrollment for 2029-2030, the individual school percent utilization will be

107.2% at the elementary school grade level (available capacity of 54 seats before triggering Tier 1 UPP), 84.5%, at the middle school grade level (available capacity of 273 seats before triggering a Tier 1 UPP), and 87.0% at the high school grade level (available capacity of 432 seats before triggering a Tier 1 UPP). As such, there is adequate school capacity to accommodate the Project and no Utilization Premium Payments are currently required.

iii. Other Services

The Property will be served by existing water and sewer mains. The Property is located within water and sewer categories W-1 & S-1. Water and sewer needs are expected to be met by the Washington Suburban Sanitary Commission ("WSSC") through connections to the existing water and sewer lines located in the abutting rights-of-way. Water service is proposed to be established by connecting to the existing 10" line along Notley Road and sewer service is proposed through connections to the existing 8" lines on Notley Road and New Hampshire Avenue. WSSC will evaluate the water and sewer capacity through a Hydraulic Planning Analysis.

Electric, gas and telecommunications services are also available to serve the Property. Other public facilities and services – including police stations, firehouses, and health care facilities – are currently available in the vicinity of the Project.

In conclusion, the public facilities will be more than adequate to support and service the Project.

V. Master Plan Conformance

A. White Oak Master Plan

The Property is located within the boundaries of the *1997 Approved and Adopted White Oak Master Plan*. This Master Plan is almost 30 years old. The Master Plan specifically notes that "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." (*See Master Plan, page viii*). In fact, the Master Plan recognizes "...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." (*See Master Plan, page viii*). The Master Plan and its recommendations were shaped by the County General Plan in effect at the time (*i.e.* the Master Plan notes that it supports the "Land Use Goal and Wedges and Corridors Concept" of the previous General Plan (*see Master Plan, Page 6*)). Countywide land use policies and zoning changes have occurred in the years since the passage of the Master Plan. Of note, the County's General Plan has since been updated with the adoption of *Thrive Montgomery 2050*. Regardless, the Project substantially conforms to the general and recommendations outlined in the Master Plan, in addition to also reflecting more current land use policies.

There are no site specific recommendations for this Property in the Master Plan. However, the Project promotes the following goals and recommendations:

1. Housing

The Master Plan seeks to “...ensure livable communities for the future by protecting and strengthening their positive attributes and encouraging development that will enhance the communities' function, sense of place, and identity.” (*See Master Plan, Page 16*). The Master Plan seeks to protect the existing residential communities (*see Master Plan, Page 6*). The proposed Project, which retains the residential use of the Property, promotes this objective. Given the Property's location on the edge of the residential neighborhood, with direct frontage on New Hampshire Avenue, and in close proximity to the commercial center, the Project will serve as a buffer and transition between New Hampshire Avenue (and the institutional uses that line this major highway), and the less dense residential development to the west. Furthermore, the proposed Project has been designed to promote compatibility with the surrounding residential homes through the proposed building layout, massing and architecture, significant streetscape improvements, and environmental enhancements (*e.g. providing stormwater management, where none exists today*).

The Master Plan also seeks to “[m]aintain housing for people of varying incomes, ages, and lifestyles, and continue to provide a variety of housing types that will permit households with changing needs to find suitable accommodations within the White Oak Master Plan area.” (*See Master Plan, Page 18*). The redevelopment of the Property with a townhouse community accomplishes this by providing for additional, diverse housing opportunities in this area of the County.

2. Transportation

The Plan recommends streetscape improvements along the major highways. (*See Master Plan, Page 53*). Specifically, the Master Plan seeks to “[p]rovide streetscape improvements to strengthen the vitality of adjoining commercial areas, enhance community identity and pedestrian circulation, and improve the roadway experience in general.” (*See Page 53*). The Plan also seeks to “[e]nable pedestrians to safely and easily reach bus stops or community facilities and improve safety for pedestrians crossing main roads in the White Oak Master Plan area.” (*See Master Plan, page 54*).

The Project implements these objectives by enhancing pedestrian and bicycle connectivity while contributing to the overall character of the surrounding neighborhood. The Project provides significant streetscape improvements along both Notley Road and New Hampshire Avenue, which will improve pedestrian access to the adjacent Colesville Neighborhood Park, as well as the Colesville Shopping Center and the planned Bus Rapid Transit (BRT) station at the Colesville Park-and-Ride. The Property's New Hampshire Avenue frontage currently is improved with a

five (5) foot sidewalk directly adjacent to the travel lanes. The Project proposes to improve the Property's New Hampshire Avenue frontage by providing an 11 foot shared use path (recommended by the County's *Bicycle Master Plan*), separated from the street by an eight (8) foot buffer. The Project also provides significant streetscape improvements along Notley Road, where there currently is no sidewalk on the north side of the street. Along Notley Road, the Project will provide a 10-foot wide sidepath, buffered by a seven (7) foot tree panel and a 7.5 foot landscape strip, to provide additional connectivity to the adjacent park and New Hampshire Avenue. These improvements will support the Master Plan's goal of providing a safe and convenient bikeway network promoting multi-modal connectivity.

Furthermore, the Project contributes to the Master Plan's emphasis on improvements to the pedestrian realm by incorporating ample street trees along both the internal and external streets. These improvements will foster a more walkable and inviting community at a human scale. By integrating pedestrian and bicycle-friendly infrastructure and improving the streetscape, the Project aligns with the Master Plan's vision for a safe, inviting, and connected multi-modal transportation network within the surrounding neighborhood.

3. Environmental Resources

The Master Plan "recommends protection and enhancement of the natural resources in the White Oak Master Plan area for the enjoyment of its residents and to sustain a stable and healthy environment for native plant and animal populations." (See Master Plan, Page xviii). There is no forest or sensitive environmental features located on the Property. However, the Project provides several environmental benefits, as compared to the existing conditions. The Property currently has no stormwater management on-site, which results in uncontrolled stormwater runoff. The Project will introduce a comprehensive stormwater management system designed to capture, treat, and control the quantity and quality of runoff more effectively, thereby reducing negative environmental impacts. A key component of the Project's stormwater management strategy will likely include the implementation of environmental site design, such as bioretention facilities and stormwater filtration systems to enhance water infiltration and pollutant removal. These improvements will help to reduce peak runoff flows, minimize localized flooding risks, and protect downstream water bodies. Additionally, the project will increase the overall tree canopy (as compared to existing conditions).

B. Thrive 2050

The Project also promotes many of the goals and objectives in Thrive 2050. "The concept of corridor-focused growth is a fundamental organizing element for Thrive Montgomery 2050..." (Page 70). Thrive 2050 "...makes a new commitment to promoting growth along major transportation corridors to maximize the efficient use of land and create Complete Communities."

(See Thrive, Page 70). Thrive recognizes that the intensity of the development along the corridors should be aligned with their context and take into consideration planned transit infrastructure. (See Thrive, Page 70). This Property is located in a Limited Growth area (see Growth Map on page 71), which are areas that “contain the mainly suburban residential communities where limited, organic growth is envisioned to meet localized needs for services, *provide a diverse range of housing choices, and increase racial and socioeconomic integration to achieve complete communities.*” (*Emphasis added*) (See page 72). The proposed infill townhouse redevelopment on this Property, which fronts onto New Hampshire Avenue, a major corridor in the County, and is located just north of the Colesville Village and Neighborhood Center, directly promotes these objectives.

“Complete Communities” and “15-minute living” are two organizing planning principles in Thrive (see page 85). Complete Communities are “place 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... [and] include housing suitable for different household types, income levels, and preferences, helping to support racial and socioeconomic integration.” (See page 85) (*Emphasis added*). Thrive recognizes that a variety of factors all determine what elements should be incorporated in these Complete Communities. However, importantly, Thrive makes it clear that “[d]espite the varying needs and conditions of different parts of the county... the concept of encouraging more diversity of use and form is relevant in almost every location.” (*Emphasis Added*) (See page 85). While “new or substantially expanded centers of activity should be focused along growth corridors,” Thrive recognizes that “[l]imited, organic development beyond the corridors and defined growth areas should be allowed to increase the diversity of housing types in existing residential neighborhoods and make these areas more complete, particularly near existing centers of activity or development.” (See page 85) (*Emphasis added*). While the Property is located outside a defined growth area, its location along a major corridor (New Hampshire Avenue) and in very close proximity to an existing activity center (Colesville Village and Neighborhood Center), make this Property ideally situated for the infill residential development that is envisioned by Thrive. Thrive recognizes that “[o]pportunities for increased housing diversity outside the defined growth areas will allow neighborhoods to evolve over time to address current and future housing needs and become more racially and socioeconomically integrated.” (See page 86). That is exactly what this Project accomplishes. The proposed redevelopment helps to address the housing needs in the County while simultaneously promoting these other very important County objectives.

A major objective of Thrive is to increase housing supply in the County. Thrive seeks to “[e]xpand opportunities to increase residential density, especially along major corridors and in locations where additional housing can assist in the development of Complete Communities.” (See Thrive, Page 132). Thrive also seeks to “[p]lan for a wide range of housing types and sizes to meet diverse needs.” In furtherance of this objective, Thrive seeks to “[f]acilitate the development of a

variety of housing types in every part of the county but especially in areas near transit, employment, and educational opportunities.” (See page 132) (*Emphasis added*). As discussed above, the Project not only increases the housing supply, in support of the County’s housing targets, but contributes to the housing diversity in this area of the County. The Property is ideally situated for the proposed townhouse development, given its location along New Hampshire Avenue and in close proximity to commercial uses (*i.e.* just north of the Colesville Center). The townhouse development proposed, in combination with the senior living uses, single-family detached homes, and limited townhouse development located in the Surrounding Neighborhood will help support the creation of a Complete Community around the Colesville Village and Neighborhood Center by adding housing diversity that can support various household incomes and family sizes.

Thrive seeks to “[i]mprove the environmental sustainability of growth by encouraging infill and redevelopment to curb sprawl and bring areas built out in an era with little or no environmental regulations up to robust standards for stormwater management and other state-of-the-practice environmental standards.” (See Thrive, Page 73). The Project accomplishes this by providing sustainable, compact infill townhouse redevelopment which provides stormwater management, where none currently exists.

The transportation objectives of Thrive support those goals discussed in the Master Plan. Thrive seeks to “[d]evelop a safe, comfortable and appealing network for walking, biking, and rolling” (See Thrive, page 112). As discussed herein, the Project provides substantial streetscape improvements along both Notley Road and New Hampshire Avenue to promote safe and efficient pedestrian and cyclist activity.

VI. Zoning Ordinance Conformance

A. Section 5.1.2. - Intent

Section 5.1.2 of the Zoning Ordinance states that Commercial/Residential Floating zones are intended to provide an alternative to development under the restrictions of the Euclidean zones mapped by Sectional Map Amendment. The Project embodies the following specific intentions of the Floating Zones:

- *Implement comprehensive planning objectives by:*
 1. *furthering the goals of the general plan, applicable master plan, and functional master plans;*

2. *ensuring that the proposed uses are in balance with and supported by the existing and planned infrastructure in the general plan, applicable master plan, functional master plan staging, and applicable public facilities requirements ; and*
3. *allowing design flexibility to integrate development into circulation networks, land use patterns, and natural features within and connected to the property;*

As discussed in detail in Section V of this Report, the Project furthers the goals and recommendations of the Master Plan. The Project is supported by existing infrastructure and there is adequate public facilities to accommodate the proposed development. The Project will provide compatible in-fill redevelopment in furtherance of smart growth principles. The site is ideally situated for residential infill redevelopment, given its location between a public park and single-family homes (to the west), a senior living facility (to the north) and New Hampshire Avenue (to the east). The Project will serve as a transition from New Hampshire Avenue and the institutional uses that line it, to the surrounding residential neighborhood. Additionally, the proposed residential development will help support the commercial uses within the Colesville Center. The CRNF Zone will allow for necessary design flexibility to ensure that the proposed site layout and building design can be integrated into the existing land use patterns and circulation networks of the surrounding neighborhood.

- *Encourage the appropriate use of land by:*
 1. *providing flexible applicability to respond to changing economic, demographic and planning trends that occur between comprehensive District or Sectional Map Amendments;*
 2. *allowing various uses, building types, and densities as determined by a property's size and base zone to serve a diverse and evolving population; and*
 3. *ensuring that development satisfies basic sustainability requirements.*

The proposed Floating Zone facilitates the redevelopment of the Property with additional, diverse housing opportunities that will aid in meeting the County's housing targets. The Project promotes sustainability and smart growth principles through infill redevelopment of the Property, which is already served by existing infrastructure and near future public transportation (*i.e.* the BRT). As discussed in this Report, the Project has been designed to serve as a compatible transition to the surrounding residential neighborhood. The proposed streetscape improvements

will encourage pedestrian and bicycle connectivity between the Commercial Center and the surrounding residential uses. The proposed Floating Zone provides a flexible approach to address the updated planning concepts adopted by the County in Thrive, to allow for the creation of a more Complete Community surrounding the Colesville Village and Neighborhood Center, through the introduction of greater housing diversity.

- *Ensure protection of established neighborhoods by:*
 1. *establishing compatible relationships between new development and existing neighborhoods through limits on applicability, density and uses;*
 2. *providing development standards and general compatibility standards to protect the character of adjacent neighborhoods; and*
 3. *allowing design flexibility to provide mitigation of any negative impacts found to be caused by the new use.*

The Property is ideally situated for townhouse infill redevelopment, given its location along New Hampshire Avenue, adjacent to several institutional uses, and just north of the Colesville Center. The Project will serve as a transition between these more intense developments and the surrounding residential communities. The Project will also provide substantial open space on-site, in addition to the stormwater management, which will collectively promote the Master Plan's environmental recommendations.

As discussed herein, attention has been paid to the proposed building massing and design to ensure a compatible transition to the confronting residential homes along Notley Road. The building massing along Notley Road will be comparable with the widths associated with the single-family homes across the street. Additionally, the buildings will be designed to read as a cohesive façade that takes its cues from single-family architecture. The architectural design, including the incorporation of side and/or rear access doors (to minimize the number of front doors in each stick of townhomes along Notley Road), will allow the units to read as single family homes along Notley Road. As such, the Project will protect the character of the surrounding neighborhood, while simultaneously advancing the County's planning objectives in Thrive (e.g. increasing housing supply and housing diversity around the Colesville Village and Neighborhood Center to create a more Complete Community).

B. Section 5.1.3. - Applicability

1. A Floating zone must not be approved for property that is in an Agricultural or Rural Residential Zone;

The Property is zoned R-200 and is not in an Agricultural or Rural Residential Zone.

2. If a Floating zone is recommended in a master plan, there are no prerequisites for an application;

The Property is not recommended for a Floating Zone in the Master Plan and as such, must meet a minimum of two pre-requisites from each category (discussed below).

3. The maximum allowed density is based on the base zone and on the size of the tract as stated in Division 5.2 through Division 5.5. Any density bonus requested under Chapter 25A may be added to the density allowed under Division 5.2 through Division 5.5 and included in the unites per acre or the FAR of the zone requested.

Based on the pre-existing Euclidean zone (R-200) and the tract size (9.99 acres), the Zoning Ordinance allows for a maximum density of 1.25 FAR with residential density limited to 1.0 FAR. The requested density of 1.0 FAR conforms with this requirement.

4. When requesting a Commercial Residential Neighborhood Floating zone for a property with a Residential base zone, the Property must front on a nonresidential street or must confront or abut property that is in a Commercial/Residential, Employment, or Industrial zone; and must satisfy a minimum of 2 prerequisites for each of the categories under Section 5.1.3.D.

The Property fronts New Hampshire Avenue which is designated as a “Boulevard” (a non-residential street) in the County’s *Master Plan of Highways and Transitways*, and satisfies at least two pre-requisites in each of the categories as follows:

Category	Prerequisite Choices	Satisfied
Transit & Infrastructure	At least 75% of the site is within 1/4 mile of a Level 3, 1/2 mile of a Level 2, or 3/4 mile of a Level 1 transit station/stop.	

	The site has frontage on and vehicular, bicycle, and pedestrian access to at least 2 roads, at least one of which is nonresidential.	✓
	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.	✓
	All signalized intersections within 1/4 mile of the site boundary are operating below the applicable congestion standard.	
	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.	✓
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.	
	The site is adjacent to a bicyclist route that provides access to commercial services within 3 miles.	✓
	The site is adjacent to a route that provides access to an existing or master- planned school within 1/2 mile.	
	The site is adjacent to a pedestrian route that provides access to existing public park and recreation facilities that satisfy a minimum of 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 3/4 mile.	
	The site is adjacent to a pedestrian route that provides access to an existing grocery store or County-permitted farmer's market within 1/4 mile.	✓
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.	✓
	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.	✓
	The site does not contain any rare, threatened, or endangered species or critical habitats listed by the Maryland Department of Natural Resources.	✓
	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.	
	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.	

As shown in the table above, and described in more detail below, the Application satisfies a minimum of two (2) prerequisites under each of the three categories listed in Section 5.1.3.D.

5. Transit & Infrastructure

- i. *The site has frontage on and vehicular, bicycle, and pedestrian access to at least two roads, at least one of which is nonresidential.*

The site has frontage on, and vehicular, bicycle and pedestrian access to, both Notley Road (residential) and New Hampshire Avenue (non-residential).

- ii. *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.*

It is anticipated that the existing water and sewer infrastructure will not require either an upgrade to the service line or installation of a pump station. Water service is proposed to be established by connecting to the existing 10" line along Notley Road and sewer service is proposed through connections to the existing 8" lines on Notley Road and New Hampshire Avenue.

- iii. *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.*

As discussed above, the schools serving the Property are currently operating with adequate capacity at all three levels, without triggering the need for a Utilization Premium Payment. Based on the FY 2026 Annual Schools Test and Projected 2029-2030 Utilization Rate, the utilization at all three schools will remain well below 120% capacity. Based on projected student enrollment for 2029-2030, the individual school percent utilization will be 107.2% at the elementary school grade level (available capacity of 276 seats) and 84.5%, at the middle school grade level (available capacity of 987 seats), and 87.0% at the high school grade level (available capacity of 2,100 seats). The Project will only add 27 elementary school students, 15 middle school students and 22 high-school students, well within the current school capacity limits. As such, there is adequate school capacity to accommodate the Project and no Utilization Premium Payments are currently required.

6. Vicinity & Facilities

- i. *The site is adjacent to a bicyclist route that provides access to commercial services within three miles.*

The site has frontage on New Hampshire Avenue, which is planned to have a shared-use path per the County's *Bicycle Master Plan*. The shared-use path will provide access to the Colesville Center, a commercial shopping center located within ¼ mile of the Property.

- ii. *The site is adjacent to a pedestrian route that provides access to an 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.*

The Property abuts Colesville Neighborhood Park. Additionally, Colesville Local Park and Sherwood Forest Park are both within a ¾ mile radius of the Project. These parks fulfill at least 30% of the recreation demand for the Project.

- iii. *The site is adjacent to a pedestrian route that provides access to an existing grocery store or County farmer's market within ¼ mile.*

The Property is adjacent to a pedestrian route along New Hampshire Avenue that provides access to the Giant Food in the Colesville Center, which is within a ¼ mile walkshed of the Property.

7. Environment & Resources

- i. *The limits of disturbance (LOD) will not overlap any stream, floodplain, wetland, or environmental buffer, or any slopes greater than 25% or slopes greater than 15% on highly erodible soils.*

There are no environmental features located with the presumed limits of disturbance ("LOD"). There are no slopes greater than 25% or slopes greater than 15% on highly erodible soil. Rather, the LOD overlaps 2B Glenelg Silt Loam, on 3-8% slopes soil series (which is not highly erodible).

- ii. *The site does not contain any forest or, if forest is present, the LOD for the development will not reduce the amount of forest cover to less than area of 10,000 square feet and width of 35 feet at any point.*

There is no forest located on-site.

- iii. *The site does not contain any rare, threatened, or endangered (RTE) species or critical habitats listed in the Maryland Department of Natural Resources.*

The site does not contain any Forest Interior Dwelling Species (FIDS), critical habitat or RTE species.

C. Section 5.3.2. - Purpose of the CRNF Zone

The CRNF Zone is an appropriate zoning classification for the Property. The intent of the CRNF Zone is to allow mixed-use development at a range of densities and heights flexible enough to respond to various settings. The CRNF Zone does not require a mix of uses on any individual

property, but rather allows flexibility in uses for a site. Here, the Property is proposing a residential development to promote compatibility with the Surrounding Neighborhood (which is another purpose of the CRNF Zone). The County in approving prior Floating Zones has recognized that the CRNF Zone is appropriate for all-residential developments (*e.g.* H-156).

As described previously in this Report, the proposed CRNF Zone facilitates the construction of desirable, additional housing along this major corridor. Furthermore, the flexible design standards of the CRNF Zone allow for a Project layout that promotes compatibility with the surrounding neighborhood.

D. Section 5.3.5. - Development Standards

As the following table illustrates, the proposed Project will satisfy the development standards for standard method of development in the CRNF Zone:

		Permitted/ Required	Provided
5.3.5.A	Density of Development (a) Maximum Overall FAR (b) Commercial or Residential Density	Established by Floating Zone	Total Density: 1.0 FAR Residential Density: 1.0 FAR Commercial Density: 0.0 FAR
5.3.5.B	Bldg. Height	Established by Floating Zone Plan	50'
5.3.5.B	Bldg. Setbacks (minimum) from the boundary	Established by Floating Zone Plan. (All others set by site plan)	From Notley Road (south): Front: 17' Side: 12' From New Hampshire Avenue (east): 15' From Colesville Neighborhood Park (west): 20'

			From North: 20'
5.3.5.C	Lot Size (minimum)	Established by site plan	
5.5.3.D	Open Space Provided Under Section 4.5.3.C	10% (35,997 sf)	10% (35,997 sf)

VII. Findings for Approval

Pursuant to §59.7.2.1.A. a zoning map change to apply a Floating Zone to an individual property requires approval of a Local Map Amendment. Under §59.7.2.1.E., 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;

As discussed in detail Section V above, the Project substantially conforms to the recommendations of the Master Plan. Importantly, the Project directly promotes many of the County's goals and objectives in Thrive, by adding to the housing diversity along New Hampshire Avenue, a major corridor, and within walking distance of the Colesville Village and Neighborhood Center, to promote the creation of a Complete Community and address the County's housing needs.

B. Further the public interest;

As described more fully in this Report, the Project will further the public interest by transforming this underutilized site, located along a major transportation corridor, into a pedestrian friendly, compatible residential community with significantly more housing, including 12.5% MPDUs, in support of the County's housing targets. The Project will contribute to the diversity of housing options in this area, which the County recognizes will support both socioeconomic and racial diversity by supporting a variety of family sizes and household incomes, and serve as a transitional development to the existing residential communities. As discussed herein, the Project is supported by adequate public facilities (including schools, transportation, and other public infrastructure, etc.). Through the introduction of stormwater management on-site (there are no known existing stormwater management facilities) and the control of stormwater runoff through the diversion of water to the storm drain system in New Hampshire Avenue right-of-way, the Project will result in measurable environmental benefits.

C. Satisfy the intent, purposes, and standards of the proposed zone and requirements of this Chapter;

As described in section VI of this Report, the Project will satisfy the intent, purpose and specific standards of the CRNF Floating Zone and the Zoning Ordinance. For all the reasons discussed in this Report, the requested Floating Zone is appropriate at this location.

D. Be compatible with existing and approved adjacent development;

The Project will be compatible with and will complement the adjacent development. As discussed in detail herein, the Project will contribute to the diversity of housing along this major corridor and walking close proximity to the Colesville Village and Neighborhood Center, which will promote the County's objective of creating a more Complete Community. The Project also serves as a transitional development between the single-family detached neighborhoods and the institutional uses that line New Hampshire Avenue (a six-lane divided highway). Additionally, the Project provides significant streetscape improvements that will facilitate bicycle and pedestrian connectivity within the surrounding neighborhood, to the adjacent Colesville Manor Neighborhood Park and with the nearby commercial center and future BRT station. Importantly, through the proposed massing and architectural design, which will emulate single-family detached homes, the Project will promote a compatible transition to the abutting single-family homes across Notley Road.

E. Generate traffic that does not exceed the critical lane volume or volume/capacity ratio standard as applicable under the Planning Board's LATR Guidelines, or, if traffic exceeds the applicable standard, that the applicant demonstrate an ability to mitigate such adverse impacts; and

All intersections studied in the LATR will operate with critical lane volumes (CLVs) of less than 1350 with the proposed development. No further motor vehicle adequacy analysis or mitigation is required to satisfy the County's adequacy standards.

Additional HCM analysis requested by SHA concluded that existing delays at the New Hampshire Avenue (MD 650) intersection with Randolph Road exceed the 59 second delay per vehicle standard, without the inclusion of the site generated trips. Minor Signal timing adjustments were applied to the intersection to reduce the delays per vehicle, where the future with mitigation condition does not exceed the background condition's delay.

The New Hampshire Avenue (MD 650) and Notley Road intersection do not trigger mitigation as the delays are well within the Colesville standards. A preliminary traffic signal warrant study was conducted as requested by SHA and results indicate that a new traffic signal is

warranted at this intersection under existing conditions without the project. The traffic study (LATR) prepared by Gorove Slade demonstrates that the Project will not have a detrimental impact on the surrounding intersections.

F. When applying a non-Residential Floating zone to a property previously under a Residential Detached zone, not adversely affect the character of the surrounding neighborhood.

The proposed Project will not adversely affect the character of the surrounding neighborhood. The property will continue to be used for residential use. Importantly, the proposed townhomes will contribute to the diversity of residential uses, in furtherance of the County's goals and objectives to increase housing through infill redevelopment along major corridors and in close proximity to existing activity centers. The project massing and proposed building architecture has been designed to provide a compatible transition to the single-family detached homes confronting the Property across Notley Road – the townhomes fronting on Notley Road have been broken down into smaller sticks that have comparable widths to the confronting single-family detached homes and will be designed to have a cohesive façade that is reminiscent of a single-family detached home. The Project layout and design, along with the substantial streetscape improvements proposed, will help to facilitate pedestrian and bicycle connectivity within the surrounding neighborhood. And the Project's open space has been located and will be designed to provide important pedestrian connections to the Colesville Manor Neighborhood Park.

VIII. Phasing

The proposed development will be constructed in a single phase.

IX. Conclusion

The Project conforms to the Intent and Purpose of the CRNF zone and complies with all Development Standards within the Zoning Ordinance. The Project substantially conforms to the Master Plan's recommendation and promotes many important land use objectives of the County, as expressed through Thrive. The Local Map Amendment will facilitate the development of an underutilized, low-density site with a new, compatible townhouse community that will enhance the surrounding neighborhood, as well as advance the Master Plan's objectives, and the County's housing targets and policies of smart growth, by contributing to the creation of a Complete Community. For these reasons, we respectfully request approval of this Local Map Amendment.


As to information on parking, access, circulation and transportation adequacy (including Sections IV.C; IV.E.4.i; and VII.E).


Katie Wagner, PE, PTOE

As to civil engineering elements and adequate public facilities (including Sections IV.D; IV.E.2; IV.E.3; IV.E.4.iii; and VI.B.5.ii).


Logan B. Kelso, P.E.

As to land use, master plan conformance, zoning ordinance compliance, forest conservation and adequate public facilities (including Sections I; II; III; IV.A-C; IV.E.1; IV.E.4.ii; V; VI; VII.A-D; VII.F; and VIII).


Joshua Sloan, ASLA, PLA, AICP