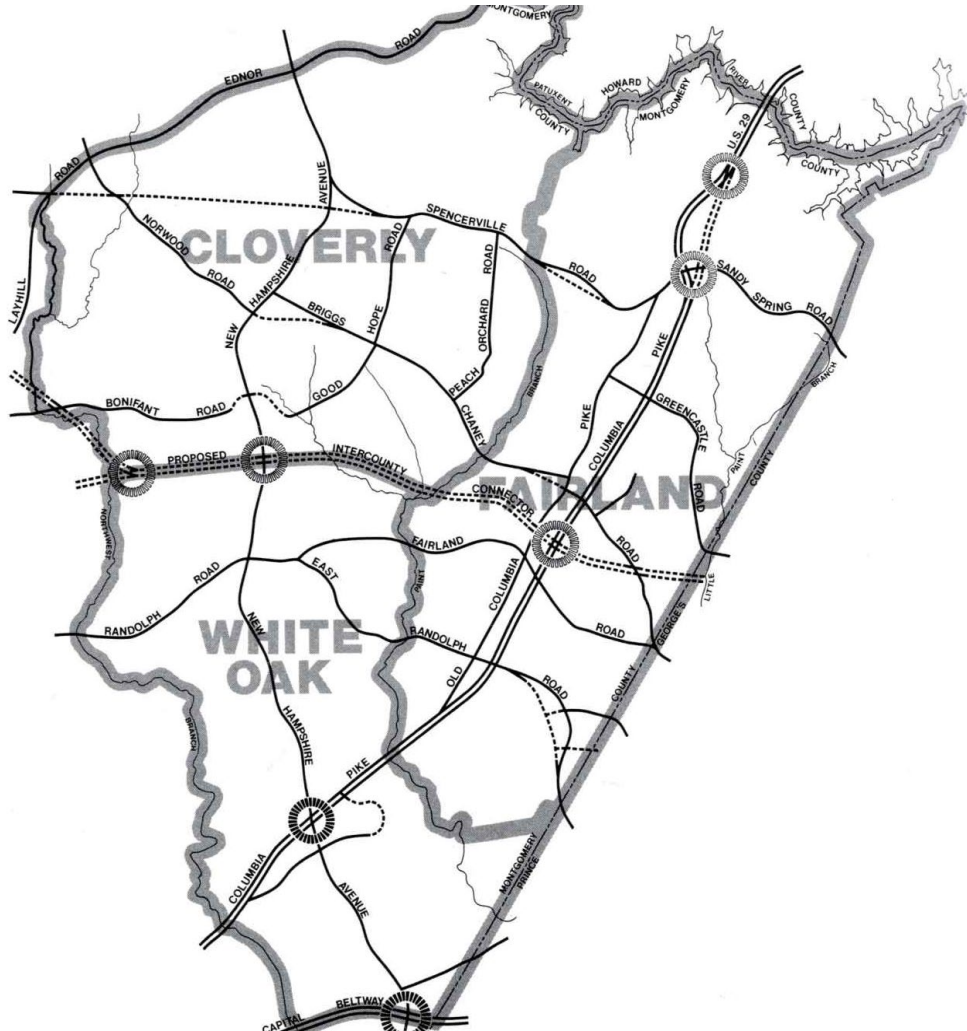


1981 East County Master Plan Spilt into Separate Master Plans in 1997



Wilhelm's Involvement: Moved in June 1978

Started in 1979 at Council with 1981 Master Plan

- Spoke at meetings as allowed
- Opposed Density
 - Plan based upon provision of transit serviceability
 - Started to get in 2019 with BRT after 39 years
 - Density added to accommodate TDRs

Area along US29 placed in moratorium in 1986 - Defacto until 2014

Trip Reduction Amendment in 1990

- Remove Planned Development Zoning Recommendations

Exhibit 89 (e)

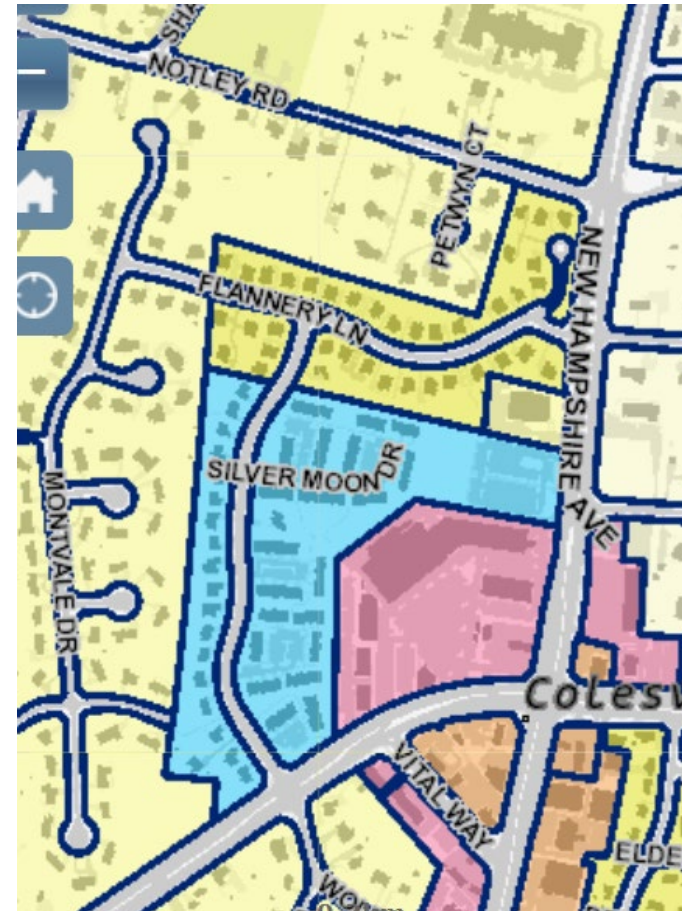
OZAH Case No: LMA H-159

GCCA Opposed Rezoned of Nottingham Woods

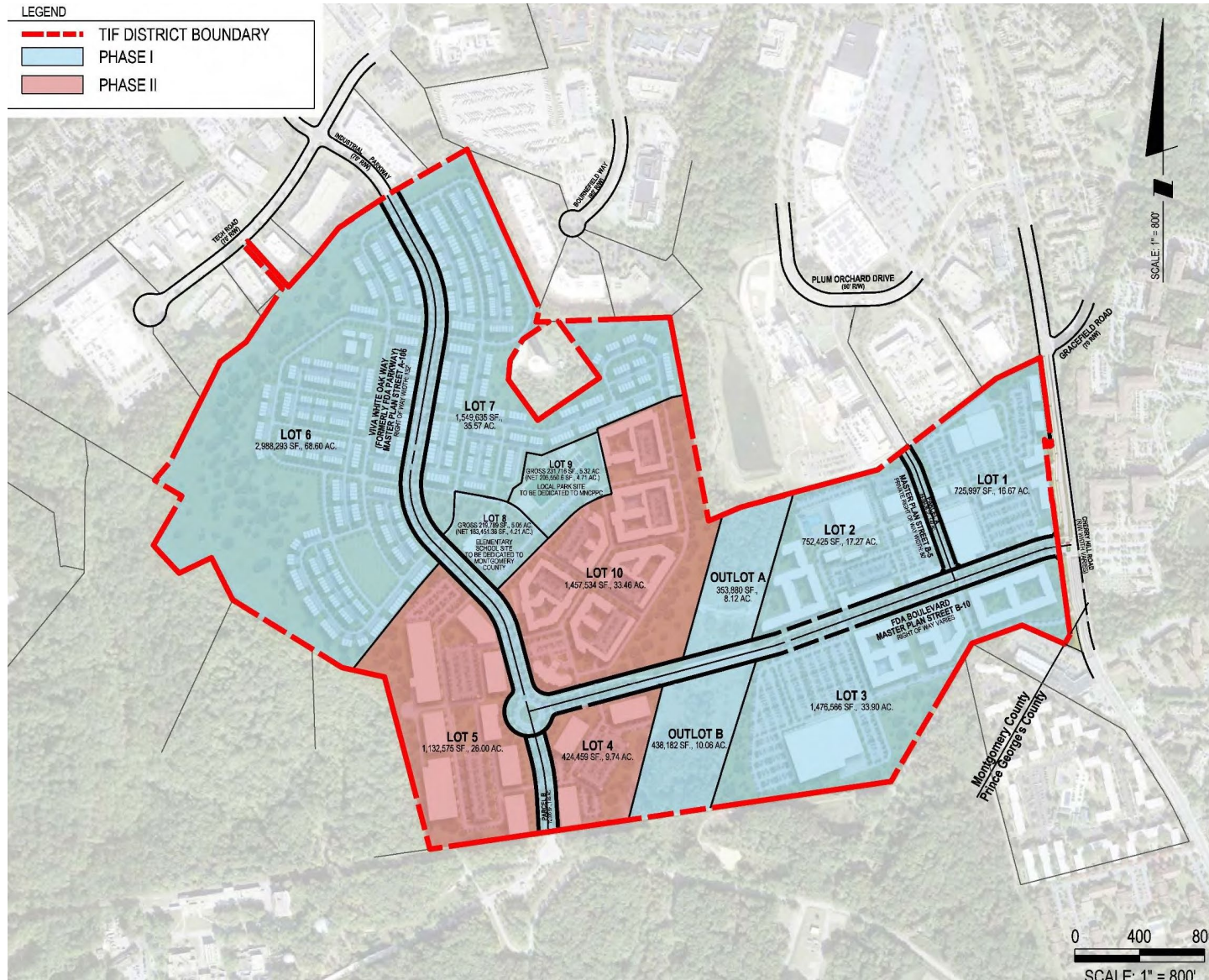
(Existing PD-7 Development Next to Colesville Commercial Area)

Wilhelm Led Effort thru First Round at Hearing Examiner (support after that)

- R-90 / PD7 (allowed by 1981 Master Plan)
- GCCA opposed PD7 before hearing examiner, council, and in court (circuit & appeals) (G-369)
 - Council remanded twice re traffic at Randolph/NH
 - Developer agreed to improve intersection
 - Council approved 4/3 but still issue of school capacity
- Got compatibility changes (22 acres)
 - Unit Reduction: 178 to 150 (8.0 to 6.7 units per acre)
 - 130 townhouses next to commercial with defined edge (to stop further townhouse development)
 - 20 detach houses on west cross Bregman Road next to existing detached housing
- Subsequent R-90 development on north side to transition from PD-7 to R-200 north of the property



Viva White Oak



	Phase I	Phase II
Commercial SF	758,200	1,8880,000
Residential Units	2,228	2,480
Construction Start	June 2026	April 2029
First Open	October 2028	May 2031
Full Built-Out	2033	2043
Total Assessed Value	\$1,253,296,109	\$1,561,476,441
Total Annual Tax Revenues AFTER Bond Service	\$33,124,619	\$61,821,202

Montgomery College new East Campus expected to be in Lot 4

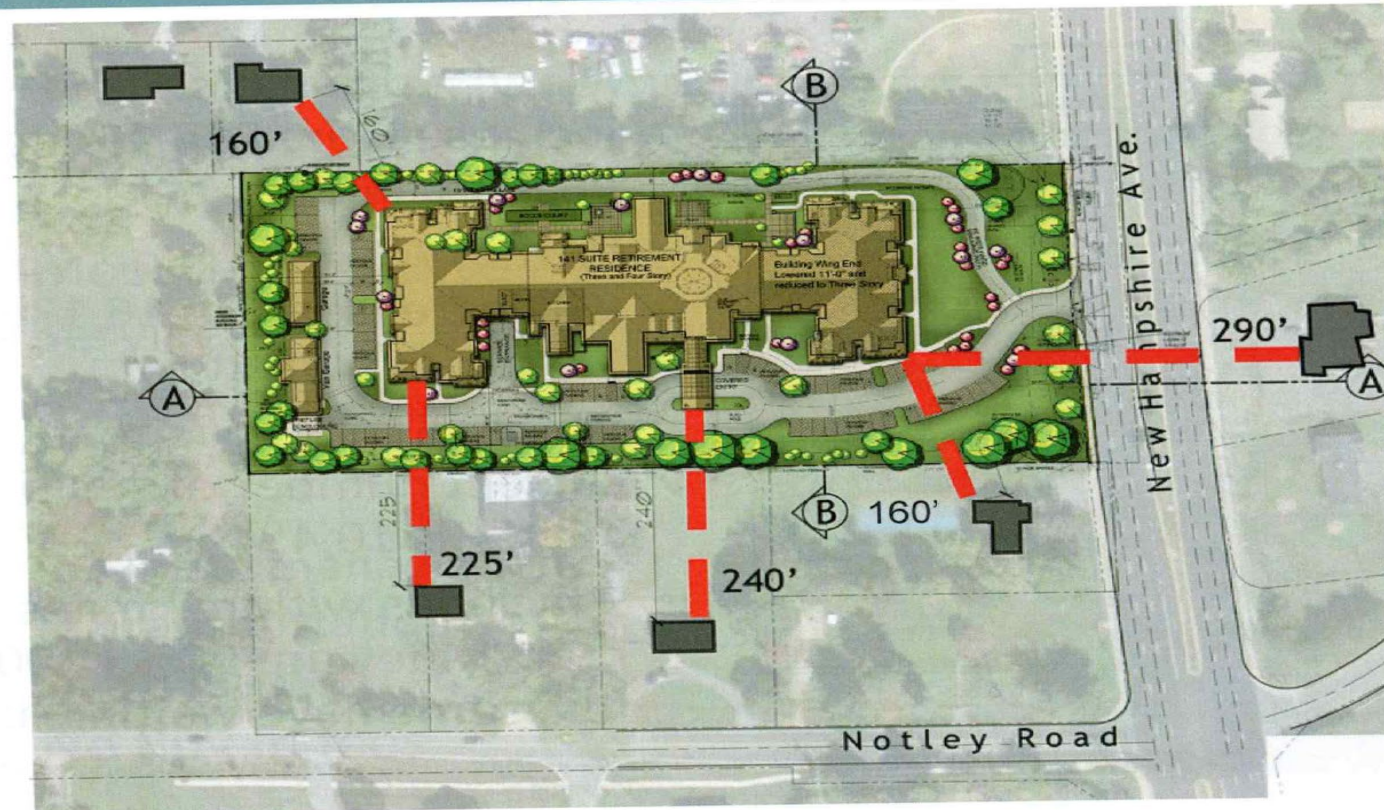
Special Exceptions for Senior Housing S-2882 and S-2881 on New Hampshire Ave

- Senior housing encouraged in Master Plan. R200 retained
- S-2882: North side of Cambodian Temple
 - 113 suit Assisted Living and memory care
 - Storm water management major issue
- S-2881 South side of Cambodian Temple
 - 150 suites independent living
 - Changes Made
 - Moved closer to temple to eliminate setback waiver to the south side
 - Provide more distance from existing single-family houses
 - Reduced height next to NH on east side and below grade on west side
 - (effectively 3 stories)

From the Wilshire Estates Developer (2014)

Distance to occupied structures

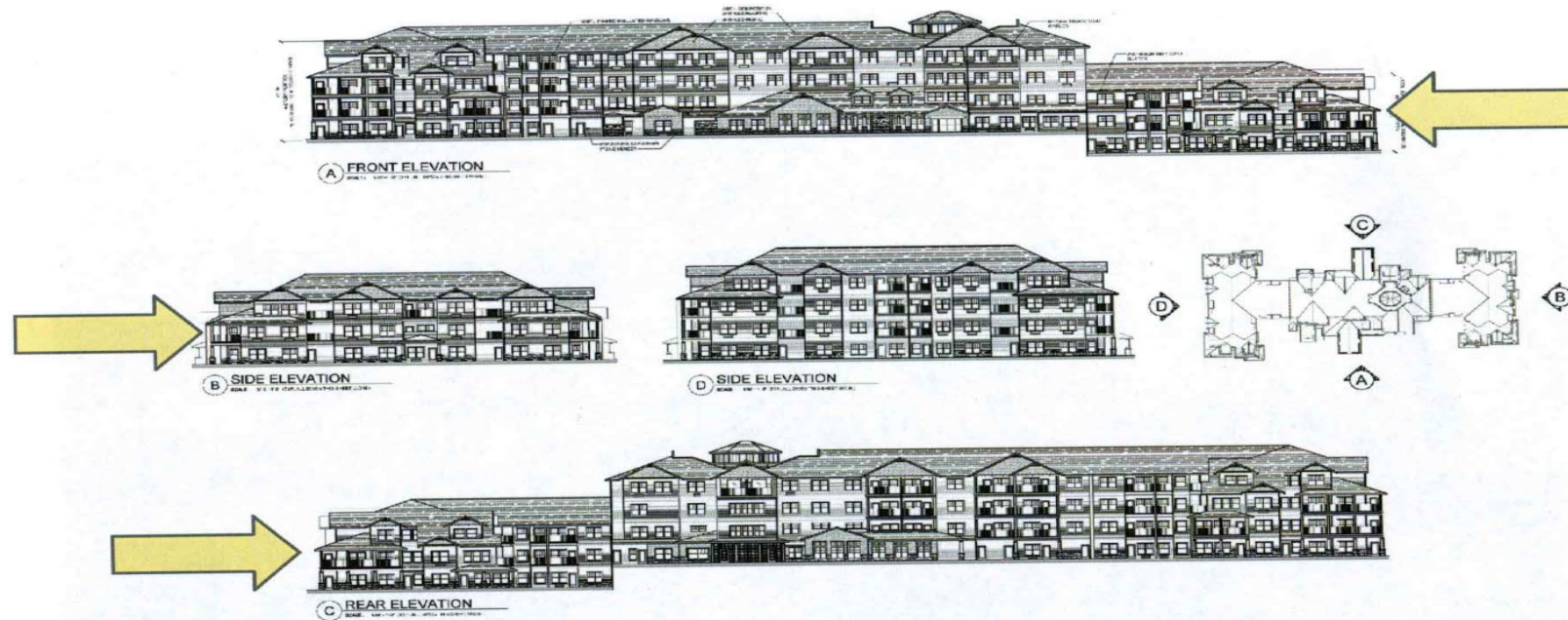
7



From the Wilshire Estates Developer (2014)

Building Elevations

13



Silver Springs Retirement Residence

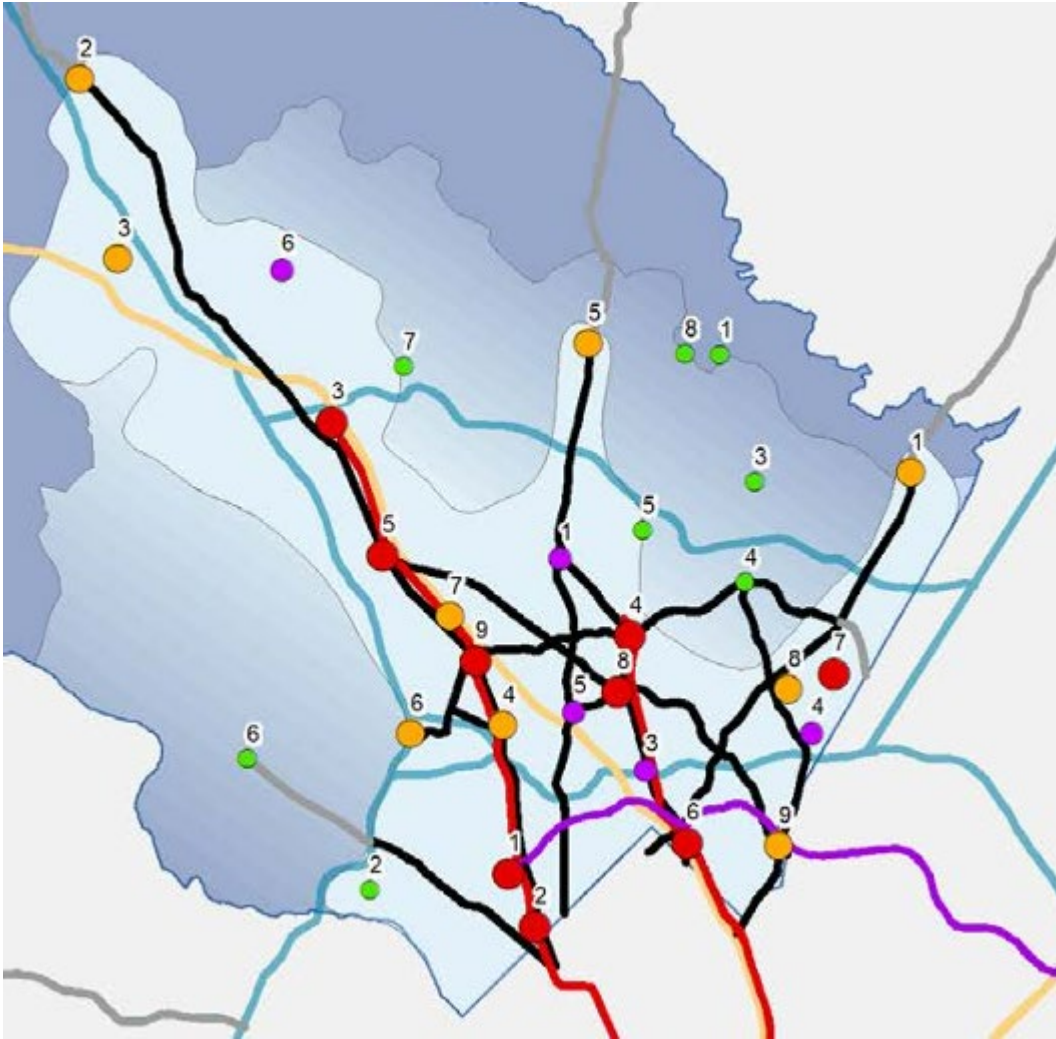
Silver Springs, MD

HAWTHORN
RETIREMENT GROUP

Map 1 Recommended BRT Corridors



- Corridor 1: Georgia Avenue North
- Corridor 2: Georgia Avenue South
- Corridor 3: MD 355 North
- Corridor 4: MD 355 South
- Corridor 5: New Hampshire Avenue
- Corridor 6: North Bethesda Transitway
- Corridor 7: Randolph Road
- Corridor 8: University Boulevard
- Corridor 9: US 29
- Corridor 10: Veirs Mill Road
- Corridor CCT: Corridor Cities Transitway



Transit In Colesville

Proposed BRT Routes



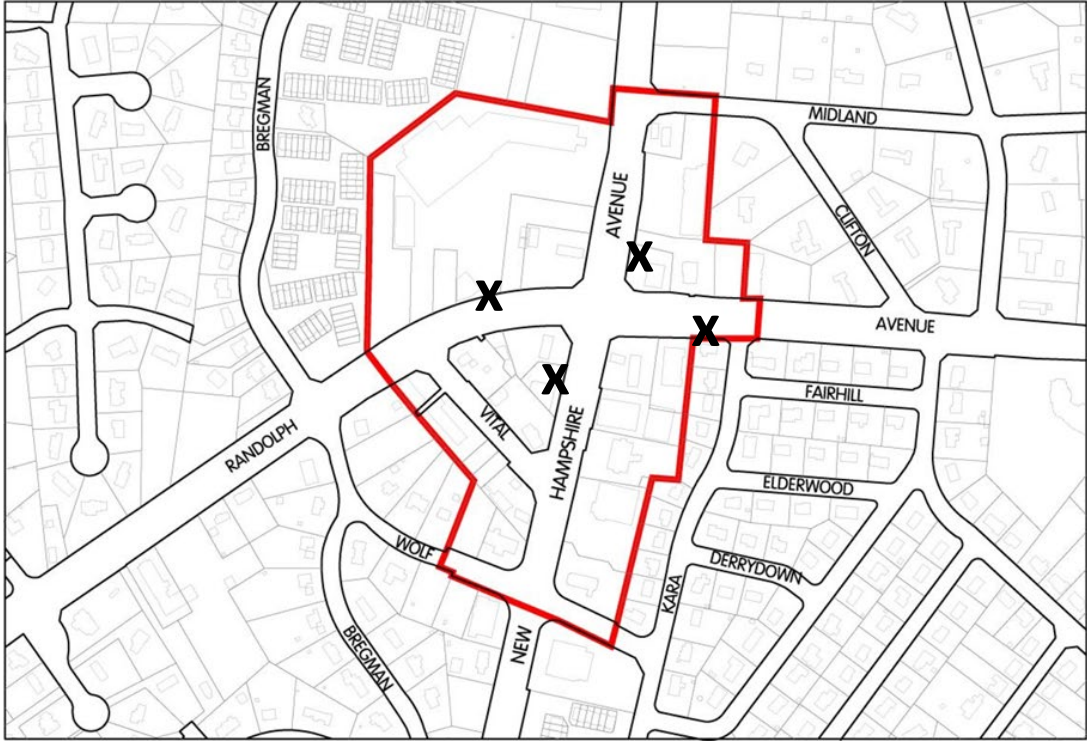
Master Plan of Highways and Transitways Designations

- Downtown Boulevard
- Downtown Street
- Downtown Street (Planned)
- Boulevard
- Town Center Boulevard
- Town Center Street
- Area Connector
- Neighborhood Connector
- Neighborhood Connector (Planned)
- Controlled Major Highway
- Freeway
- Rustic Road
- Transitway (Planned)



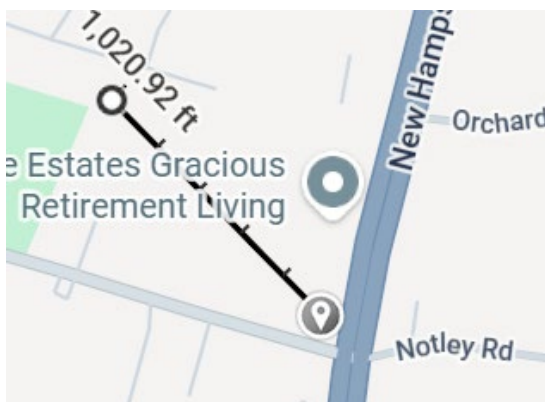
Existing Bus Stops

Map 19 Colesville BPPA



Walking Distance from Notley Development to Bus Stops

Within Development

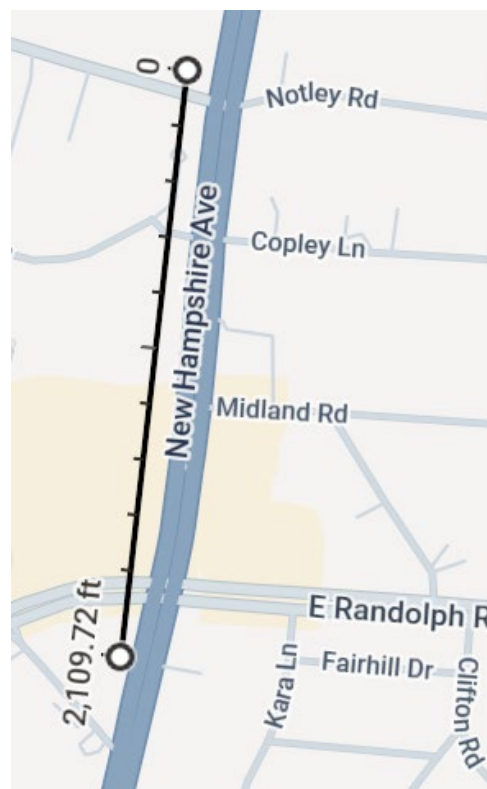


Travel	Closest	Furthest	Roads
Direction	Miles	Miles	Crossed
West	0.36	0.57	1
South	0.38	0.59	2
East	0.45	0.66	3
North	0.41	0.62	2

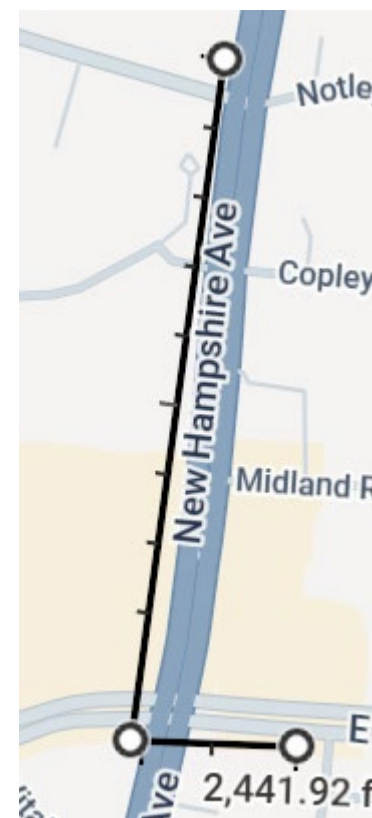
West
Bound



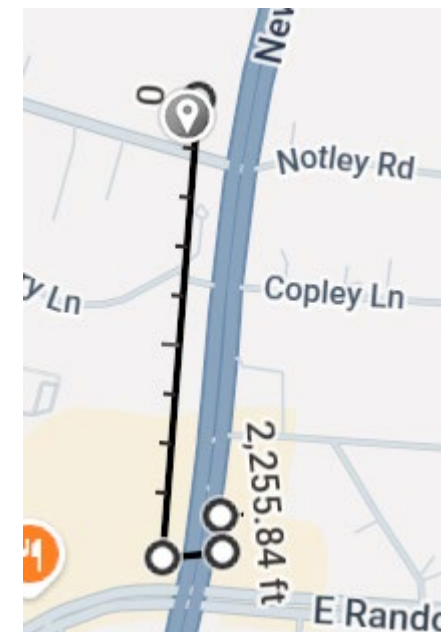
South
Bound



East
Bound

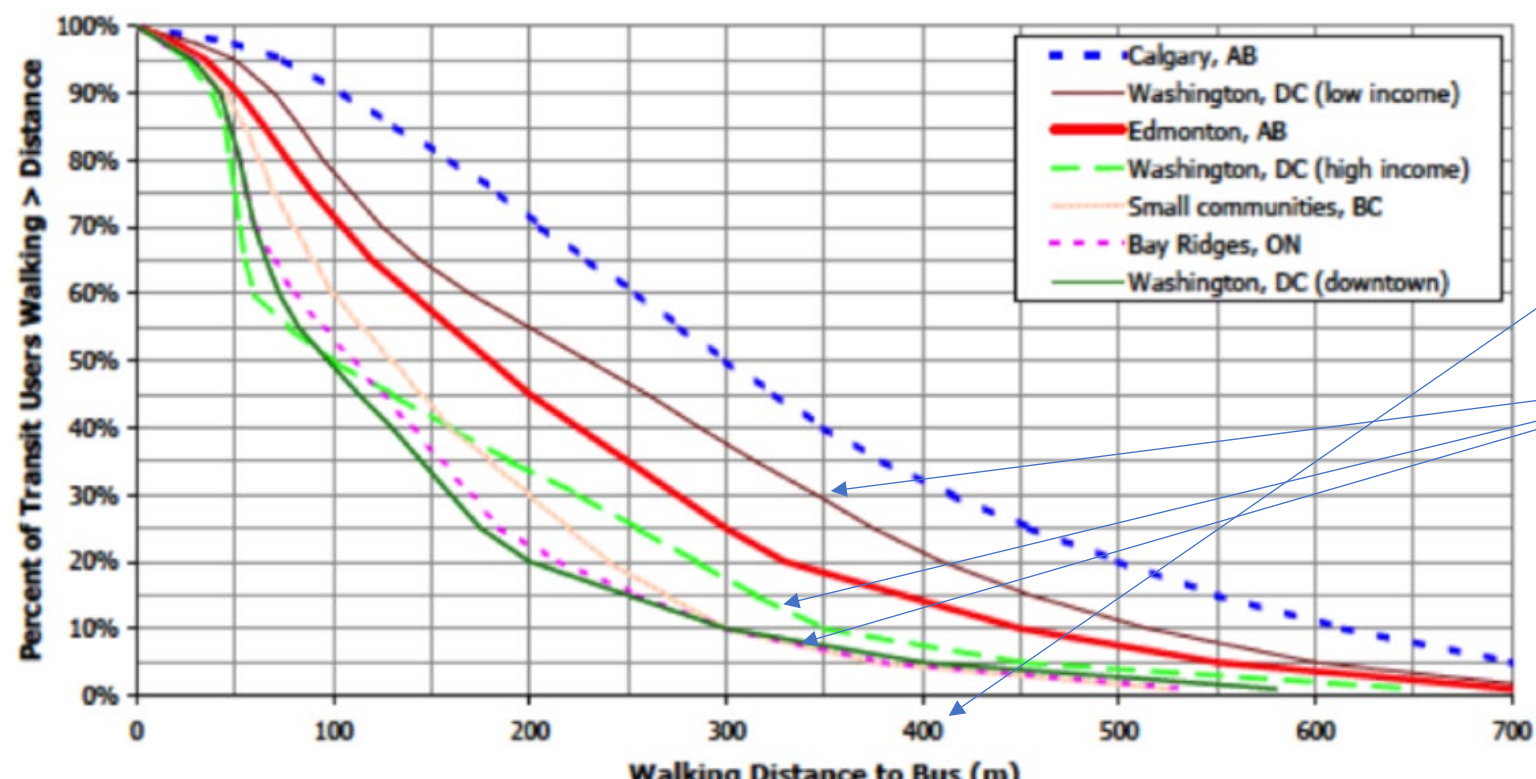


North
Bound



Travel Direction	Closest Miles	Furthest Miles	Roads Crossed
West	0.36	0.57	1
South	0.38	0.59	2
East	0.45	0.66	3
North	0.41	0.62	2

Waking Distance from Notley
Development to Bus Stops
&
How Far will People Walk

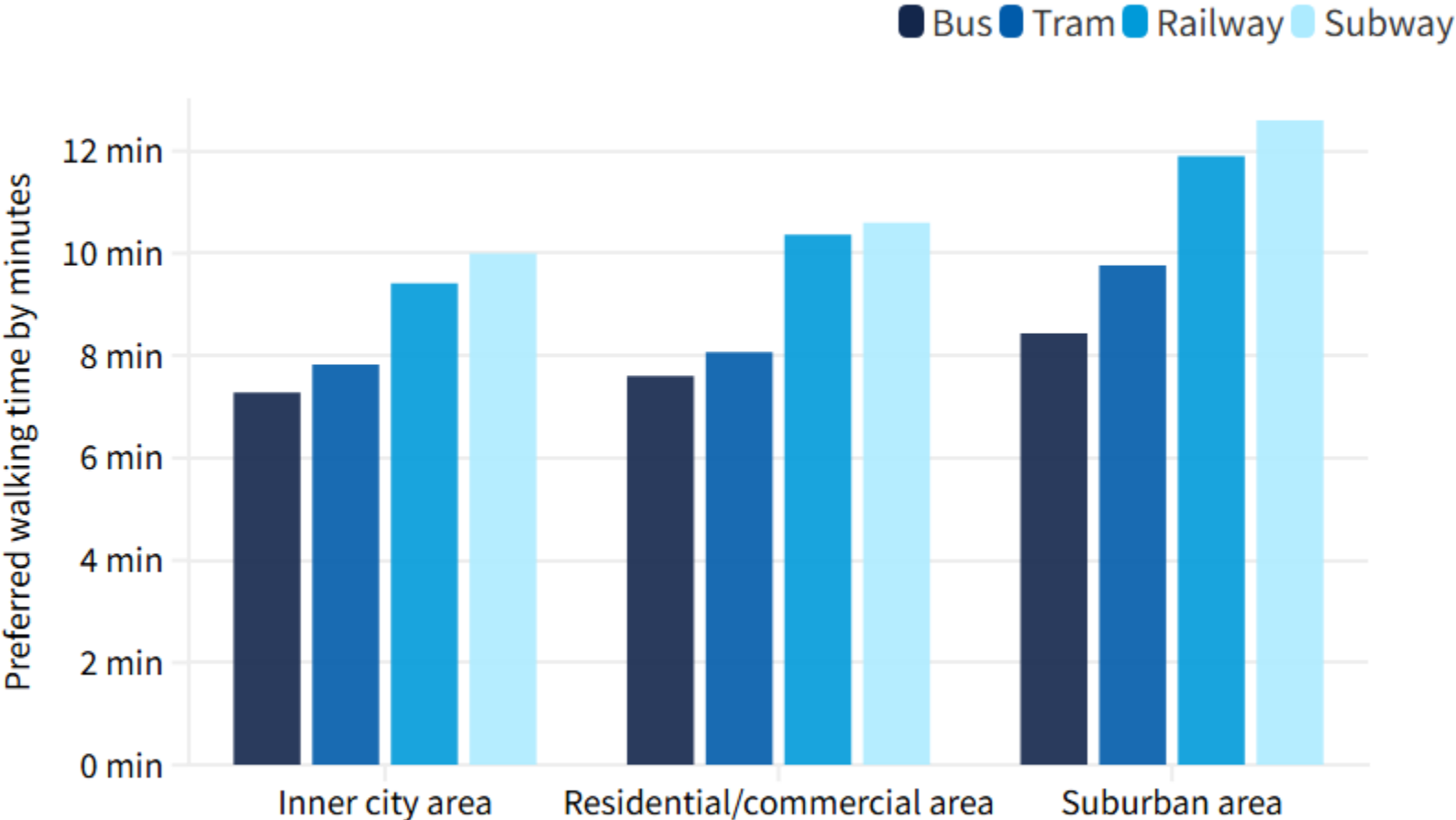


the most commonly
cited standard
is **400m or 1/4 mi.**

Wash DC

Survey Source: TCQSM, By Jarrett
Walker Transit Planner

People's preferred walking time by transit modes



Source: [Walking to a public transport station: Empirical evidence on willingness and acceptance in Munich, Germany.](#)