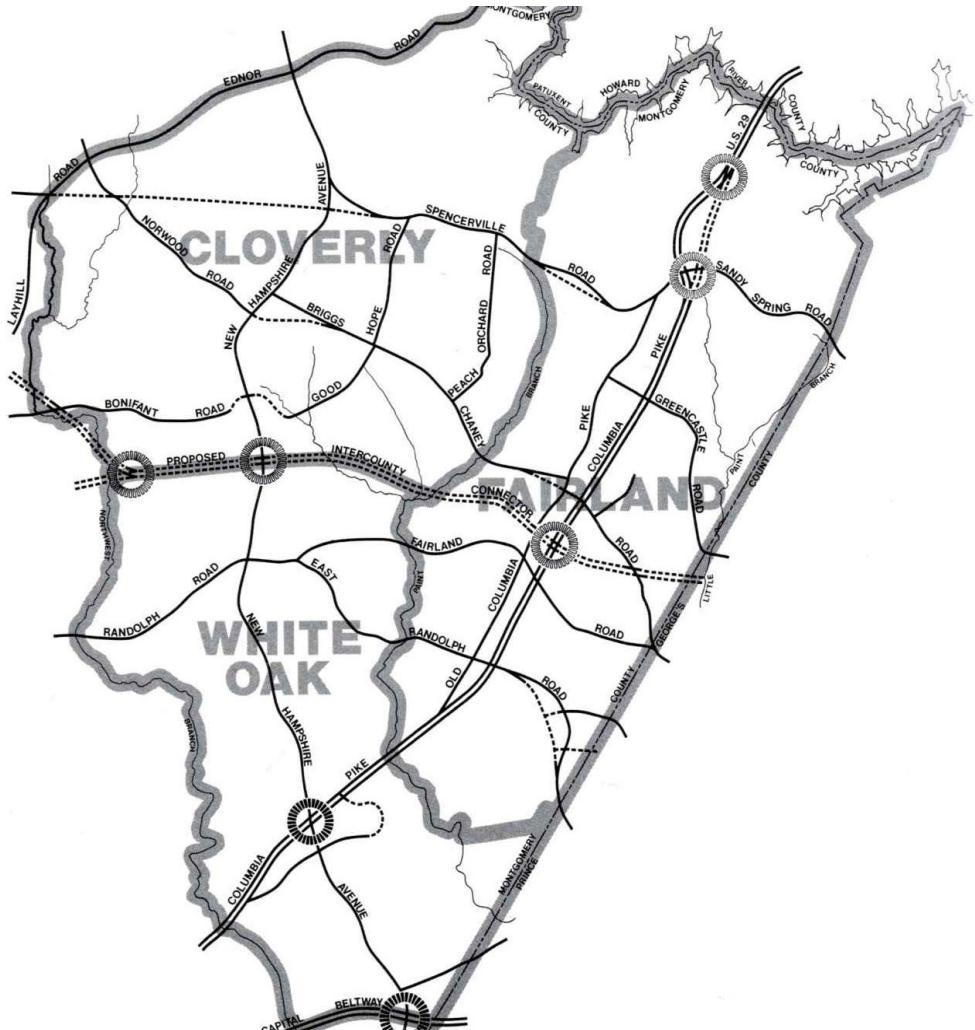


1981 East County Master Plan Spilt into Separate Master Plans in 1997



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

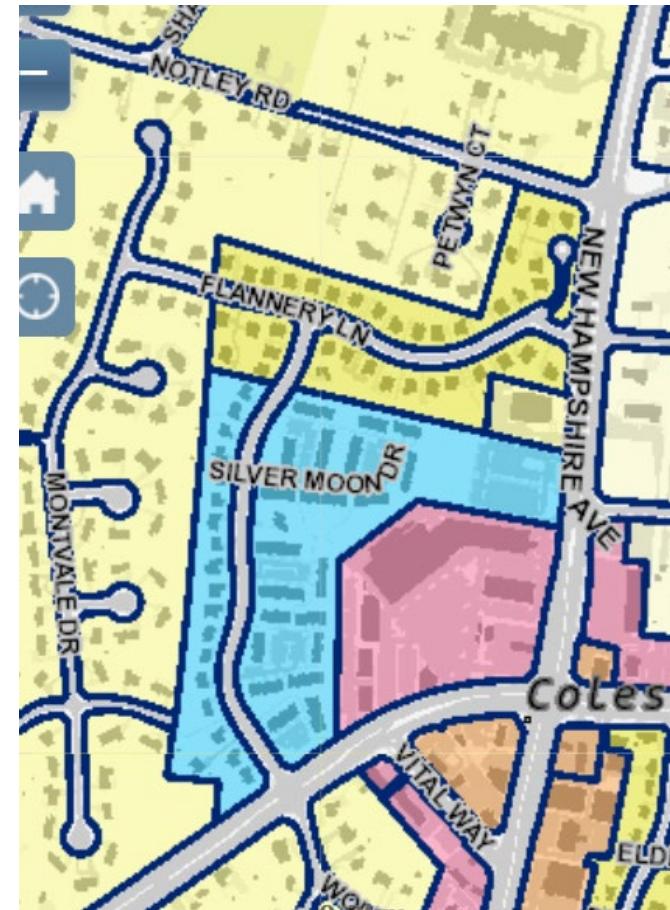
Exhibit 89 (e)
OZAH Case No: LMA H-159

GCCA Opposed Rezoned of Nottingham Woods

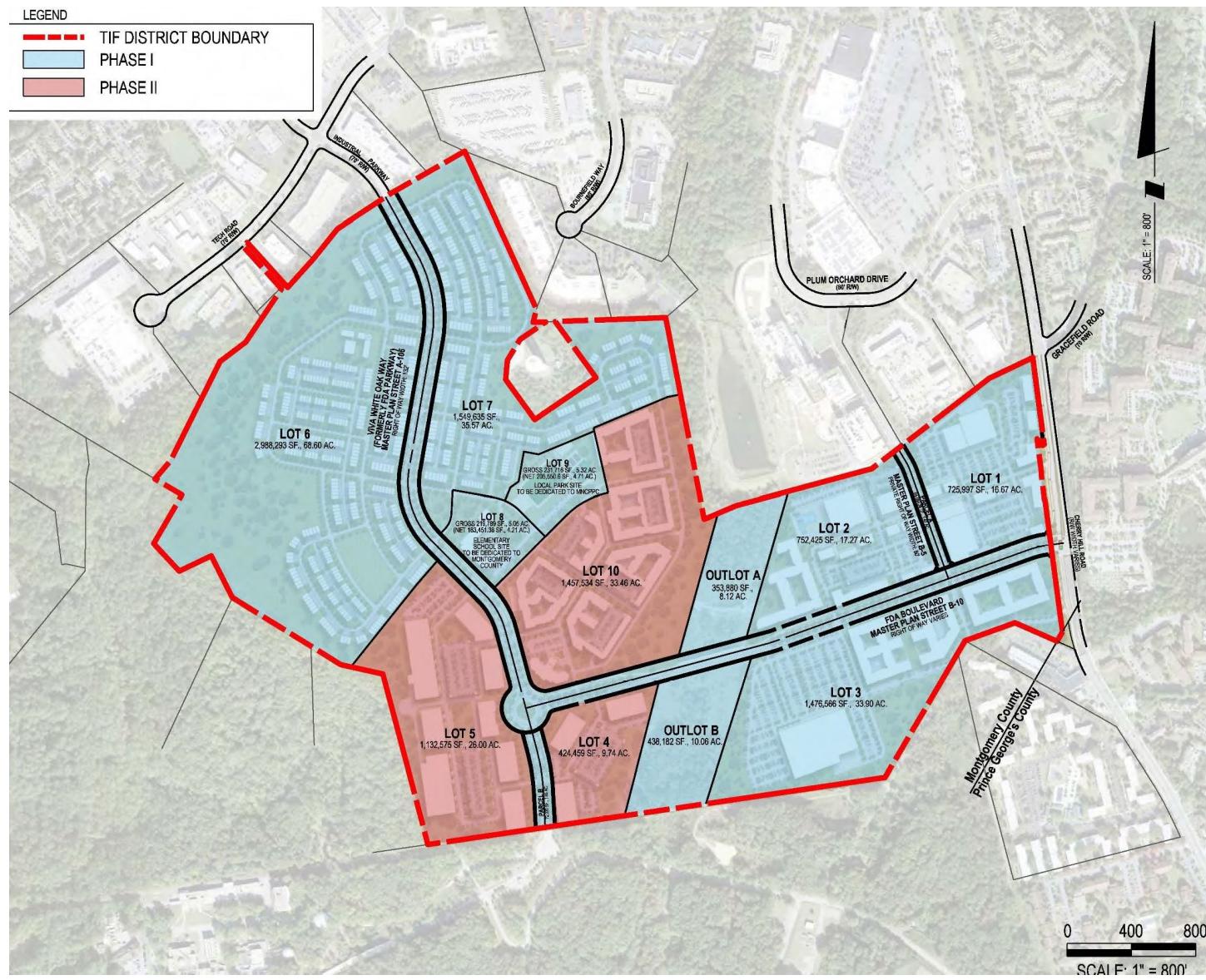
(Existing PD-7 Development Next to Colesville Commercial Area)

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

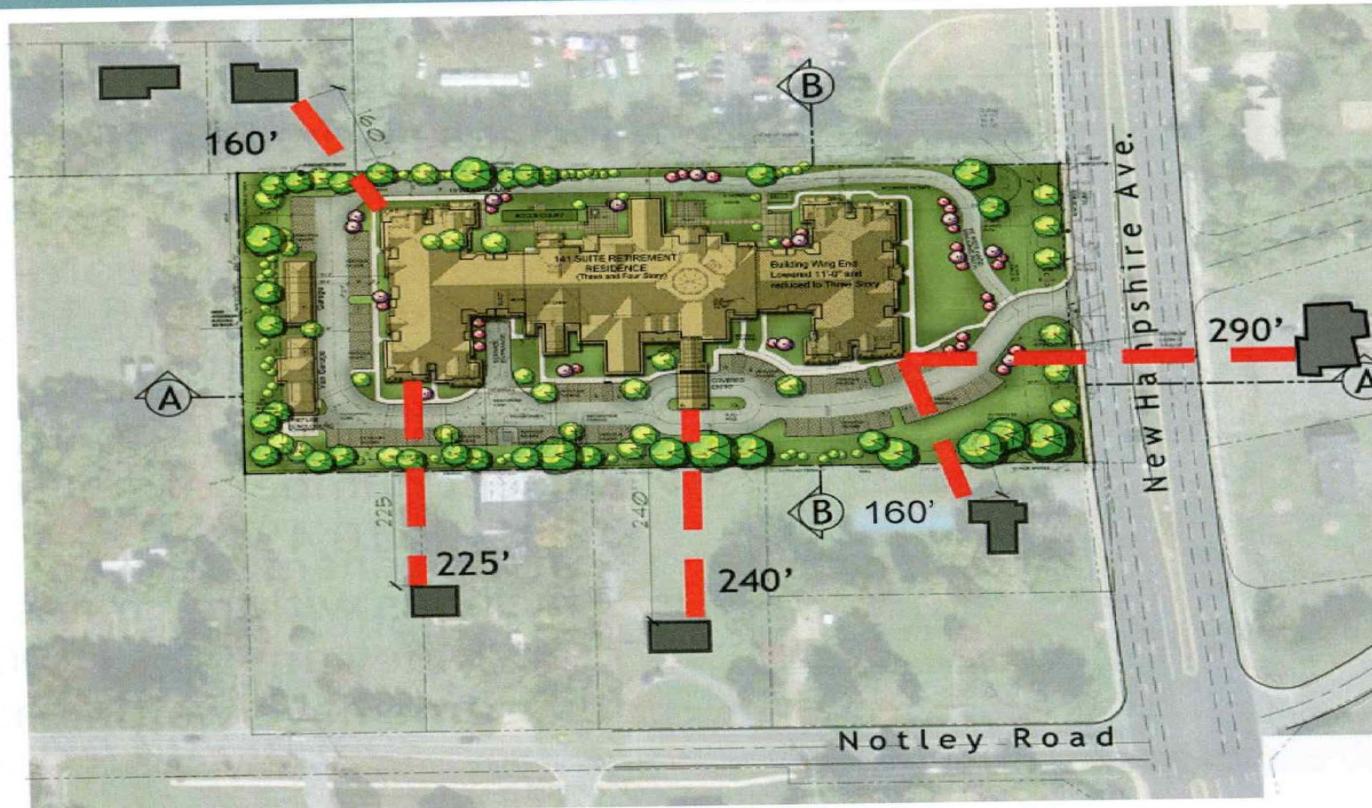
Special Exceptions for Senior Housing S-2882 and S-2881 on New Hampshire Ave

- 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

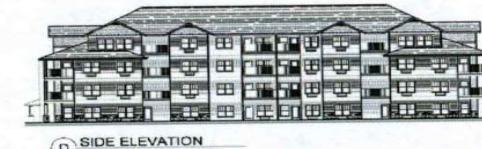
13



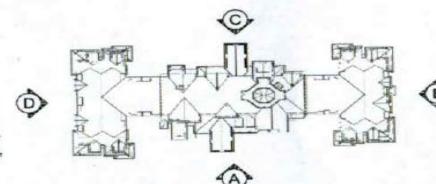
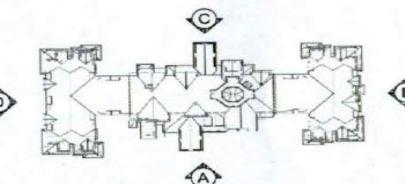
A FRONT ELEVATION



B SIDE ELEVATION



D SIDE ELEVATION

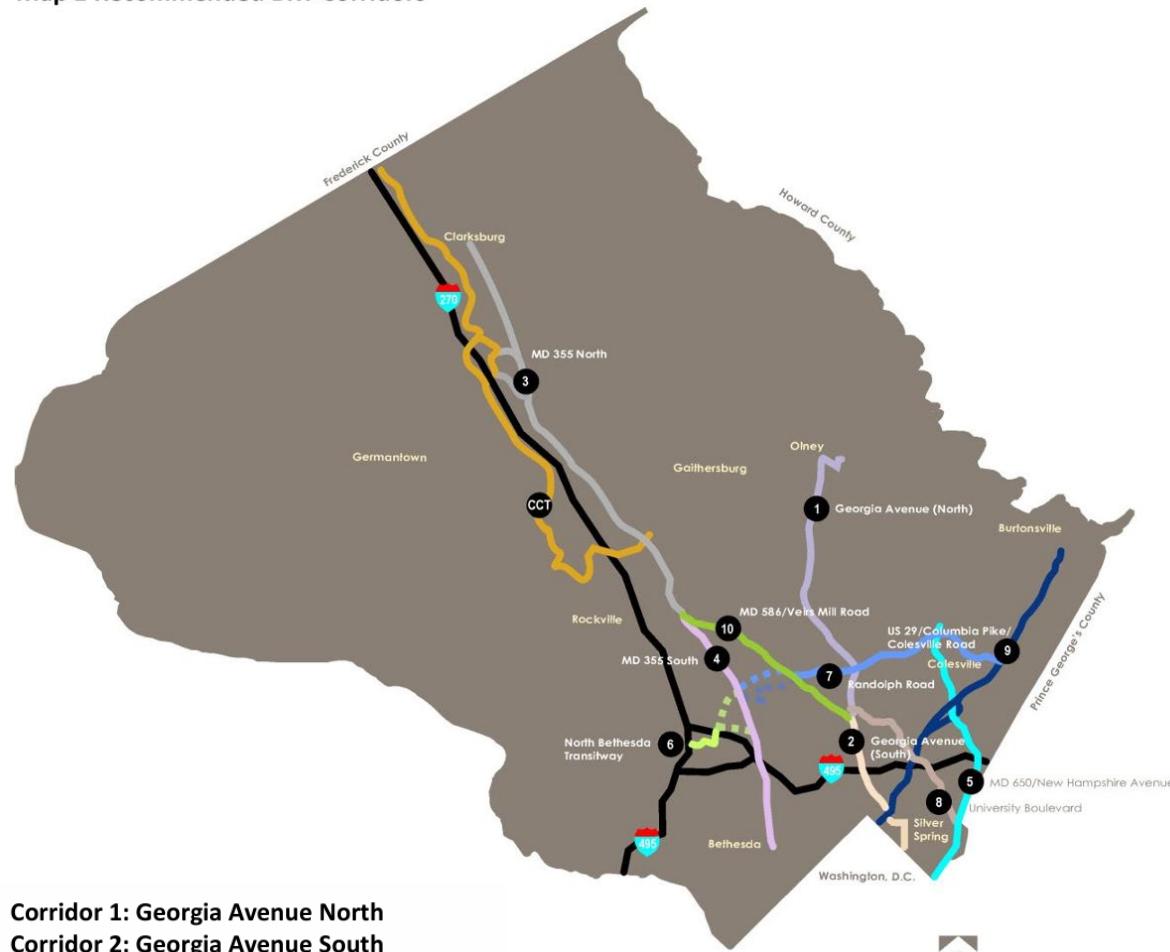


C REAR ELEVATION

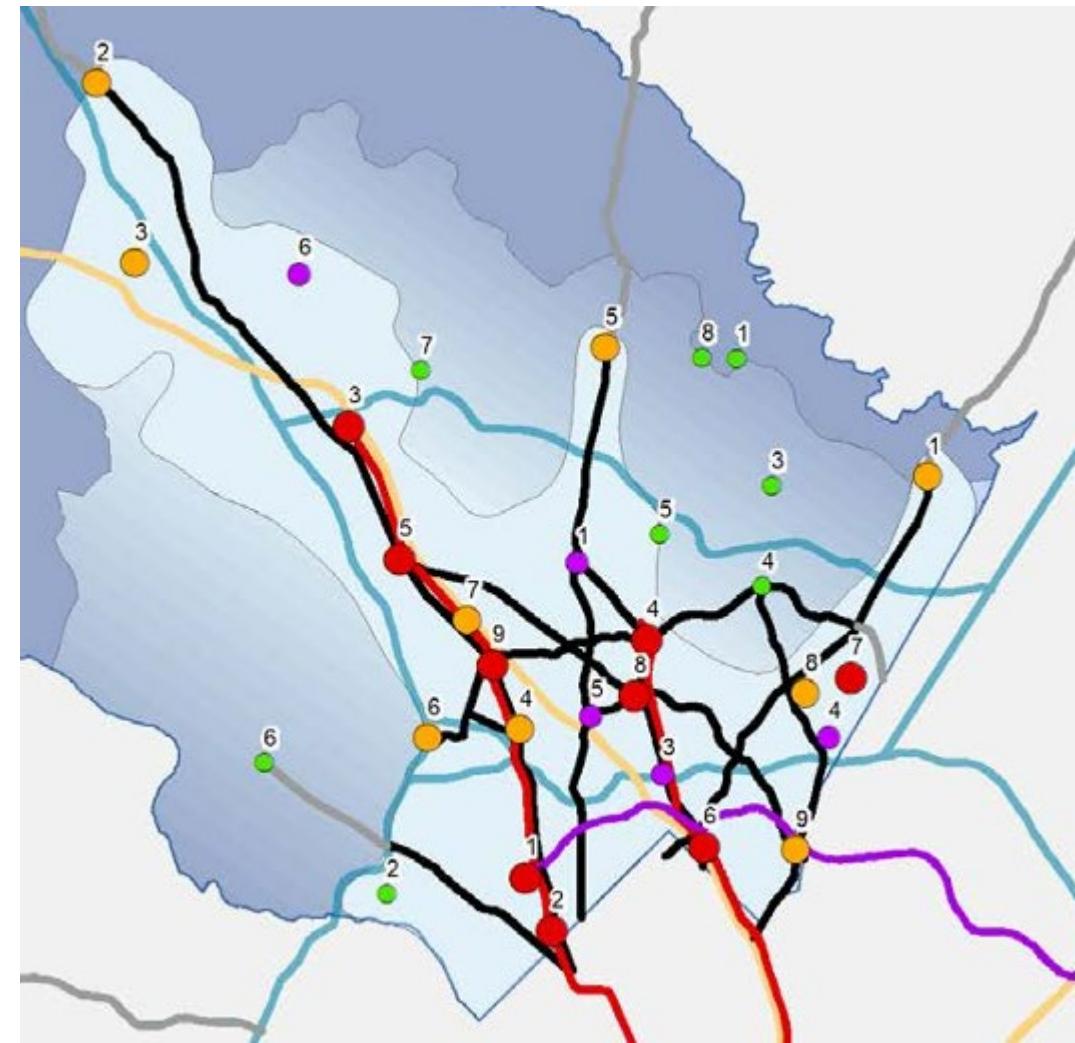
Silver Springs Retirement Residence
Silver Springs, MD



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

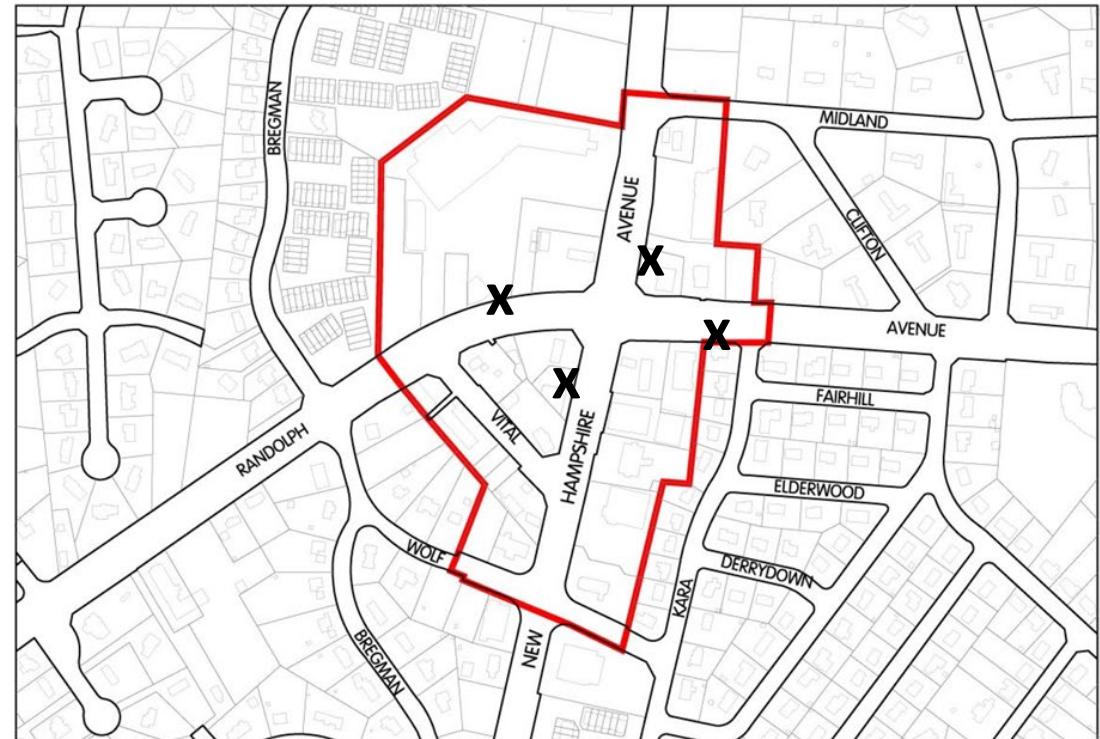


Transit In Colesville

Proposed BRT Routes

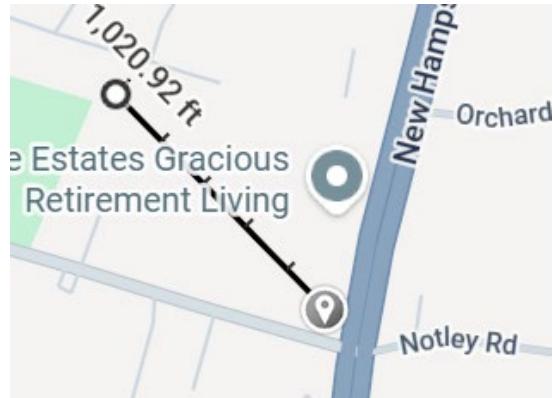


Existing Bus Stops

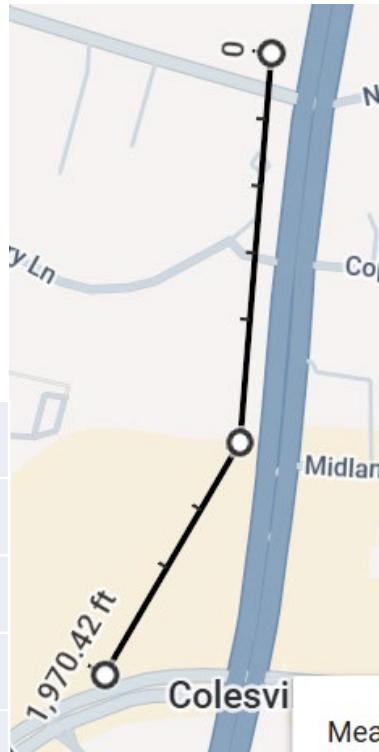


Waking Distance from Notley Development to Bus Stops

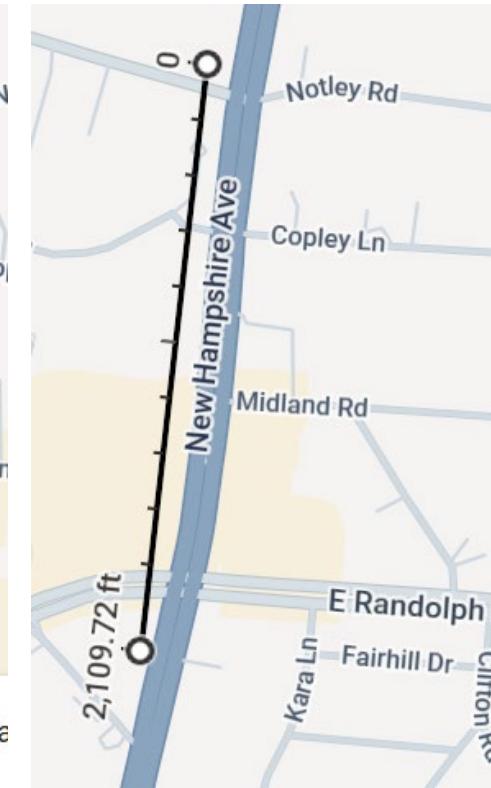
Within Development



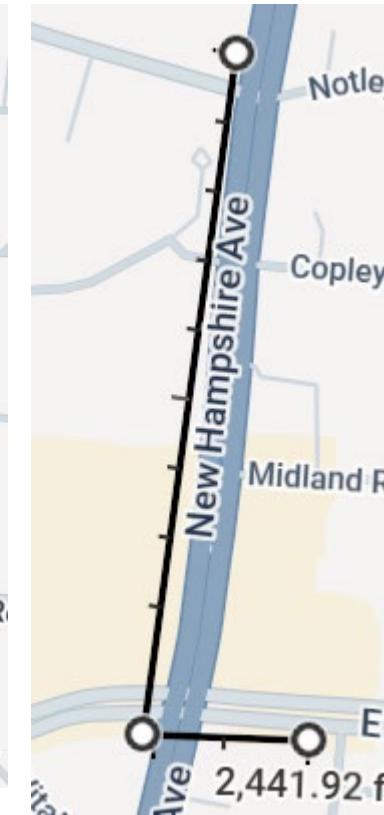
West Bound



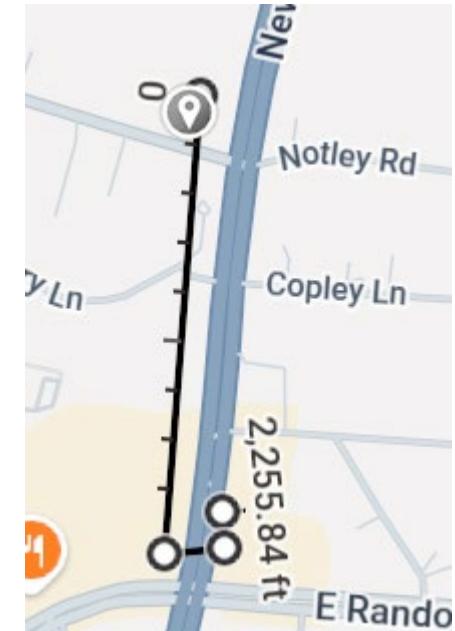
South Bound



East Bound



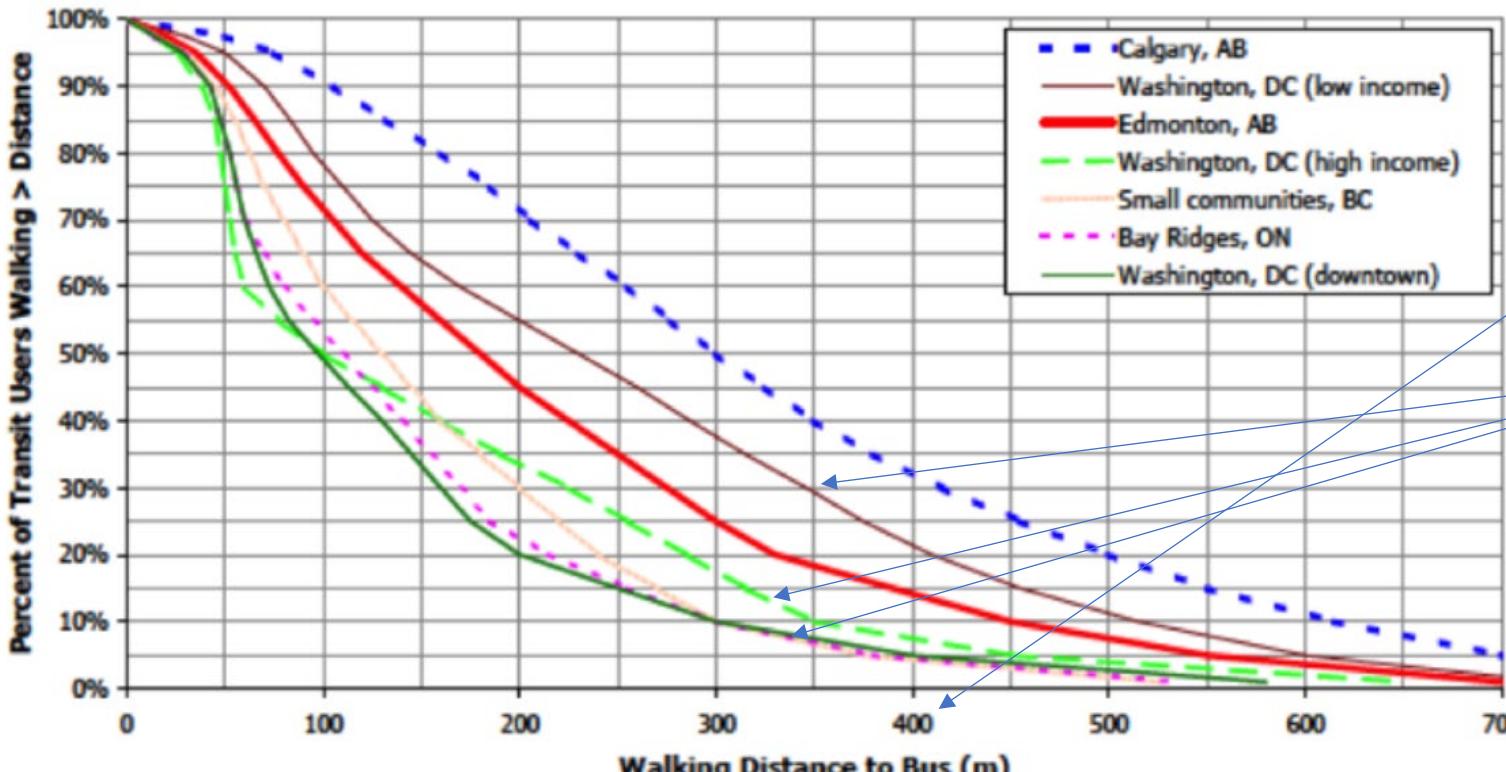
North Bound



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

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

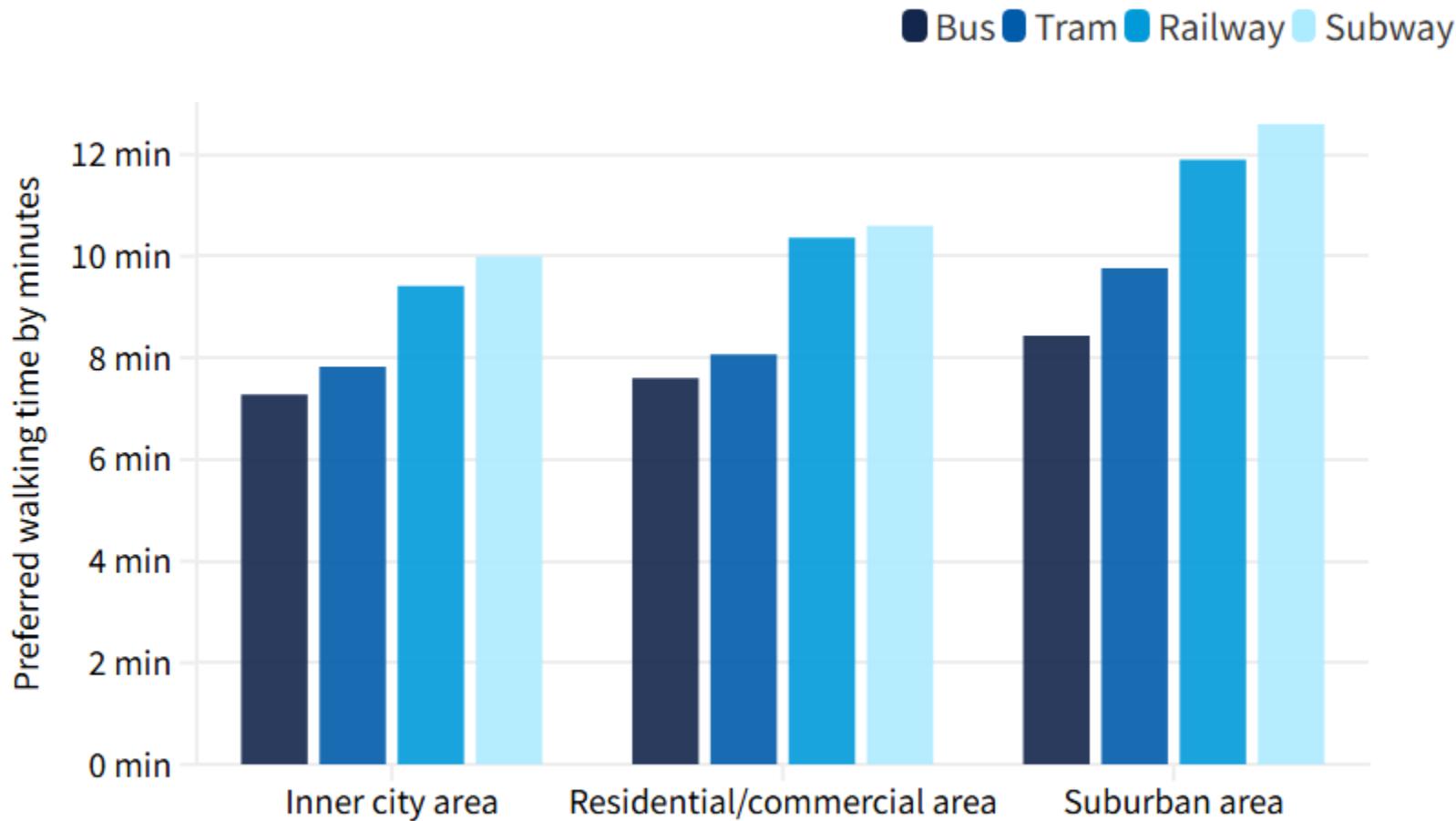


the most commonly cited standard is **400m or 1/4 mi.**

Wash DC

Survey Source: TCQSM, By Jarrett Walker Transit Planner PDF page # 010

People's preferred walking time by transit modes



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