

pleasant to be in. The plant material will have seasonal interest for year round appeal.

Additional screening is required for the northern edge of the parking lot areas to screen the oblique view from MD Route 118. Additionally, the street trees along MD Route 118 need to be re-positioned to be further away from the street edge to allow the tree to grow unobstructed and free from the traffic.

The proposed lights are Washington Globe styled light fixtures. The proposed lighting plan will include footcandle averages of 1.15 within the site. This falls within the IESNA parking light averages. The photometric point to point study needs to extend to the property lines show the light levels are .01 along all property lines. The light fixture selected need to show they are retrofitted to include reflectors that reduce the upward light throw and convert the fixture in to a full cut-off or semi- cut-off light throw pattern. The pole heights provided are 10 and 14 feet.

d. **Recreation**

Recreation demand is satisfied as shown in the recreation calculations table above. The recreation will provide for a variety of outdoor exercise and play opportunities. Three additional benches are required adjacent to the play area for adult supervision.

e. **Vehicular and Pedestrian Circulation**

The street connections to the site are in accordance with the approved Preliminary Plan, and the layout provides for a circular circulation pattern that allows for convenient access to each building front door and through the parking lot.

Pedestrian paths are provided internally with the recommendation that additional pedestrian connections from the parking lot to the internal circular walk be added. See staff sketch, attached. The internal paths connect with external public walks at several locations along each frontage.

Public sidewalks are located along Leaman Farm Road and MD Route 118 per earlier approvals. The sidewalks along MD Route 118 need to be relocated from the curb to a right-of-way location for increased pedestrian safety. The proposed street trees can be adjusted accordingly. This sidewalk connection needs to be continued to Crownsgate Way or Richter Farm Road in order to develop a continuous sidewalk system along MD Route 118.

Street trees are required (in advance of lane construction) along the length of the northern edge of Leaman Farm Road in the future right-of-way per MCDPW&T cross sections.

The natural surface trail on site connects the southwest corner of the site to open space areas further to the southwest.

4. *Each structure and use is compatible with other uses and other Site Plans and with existing and proposed adjacent development.*

The building locations minimize impact on external sites by clustering them internally and by providing layers of landscaping to create the additional landscape buffer. Compatibility is achieved by the presence of the natural spaces to the south and the large roads to the west and north.

Buffers are provided within the landscaped edge adjacent to the parking lot. With the additional buffer along the southern edge of the site the buffer will be complete.

The activity associated with the proposed residential uses will not cause any negative effect on the adjacent roads, environmental areas and residential areas.

5. *The Site Plan meets all applicable requirements of Chapter 22A regarding forest conservation.*

The area included in this site plan is included in the forest conservation plan prepared for site plan 8-94031. However, the applicant still needs to provide staff a comparison of forest loss approved in site 8-94031 with the above referenced site plan. If there is more forest loss than previously approved the applicant will be required to plant additional forest.

APPENDIX –

-Reports as listed in report

-Earlier site plan report attached to Planning Board copy – available in staff file for public use.

GERMANTOWN
CITIZENS
ASSOCIATION

Where The Citizens Really Stand Out.
P.O. Box 1323
Germantown, MD 20875
germantown-mdcitizens.org

May 13, 2003

Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Re: Kingsview Village Section 8, Site Plan Amendment

Dear Chairman Bertage and Members of the Planning Board:

At its meeting on the evening of May 12, the Board of Directors of the Germantown Citizens Association voted unanimously to recommend several improvements to the proposed site plan amendment. These are set out below.

Entrance on Rt. 118

The Rt. 118 entrance should be relocated to Lehman Farm Road near the intersection with Rt. 118. Our concern over the entrance as proposed is due to the steep grade and short sight distances associated with Rt. 118 in the area, (marked as a problem area and evidenced by the flashing warning lights near the Richter Farm Road intersection and other traffic control devices) and the high speed of traffic on Rt. 118 (often greatly exceeding posted speeds), all resulting in a higher than acceptable risk of collision. This change would have minimal to no impact on the number of parking spaces in the development.

Vehicle Parking Adjacent to Lehman Farm Road

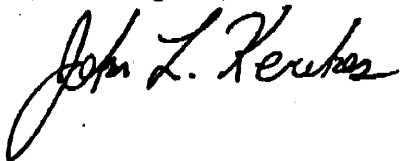
Suitable landscaping should be planted to screen the parking spaces that are adjacent to Lehman Farm Road.

Trash Compactor

The trash compactor located along Rt. 118 should be heavily screened so that drivers on Rt. 118 are not able to identify this area as a trash compactor site.

Thank you for your interest in the views of the Germantown Citizens Association. If you have any questions, please feel free to contact me at 202-285-0949.

With best regards,



John L. Kerekes
President



November 7, 2003

MEMORANDUM

TO: Wynn Withans, Planner
Development Review Division

VIA: Ronald C. Welke, Supervisor
Transportation Planning *RW*

FROM: Ki H. Kim, Planner
Transportation Planning *KHK*

SUBJECT: Site Plan No. 8-97007-A
Kingsview Village, Section 8
Germantown

This memorandum is Transportation Planning staff's review of the subject site plan for the Kingsview Village Section 8 development. The proposed development under this site plan includes 195 multi-family dwelling units (apartments). The site has approved site plans for 195 units and the proposed revision under this site plan amendment is to combine the previously approved six buildings into three larger buildings.

This site plan is a part of the Kingsview Village development that has an approved preliminary plan for 924 dwelling units and site plans for 901 dwelling units. There are a number of roadway improvement conditions required as part of the APF test related to approval of the preliminary plan and site plan applications. All required roadway improvements have been completed except construction of two lanes of Leaman Farm Road from the site access to MD 118, connecting the current terminus to MD 118.

DISCUSSION**Site Access and Vehicular/Pedestrian Circulation**

Two site access points are proposed: one from MD 118 and the other from Leaman Farm Road. Per a condition of the preliminary plan approval, the applicant will construct the outside lanes of Leaman Farm Road (A-298) from its current terminus to MD 118 as a two-lane divided arterial road, including a five-foot sidewalk on the south side, an eight-foot bike path on the north side, street trees, and grading for a future four-lane roadway. In addition, the applicant shall provide

improvements to MD 118 as required by the Maryland State Highway Administration's access permit to the site. The applicant also proposed to construct sidewalks along MD 118 and Leaman Farm Road so that the sidewalk can be connected from MD 118 to the Kingsview Village Center (Giant Shopping Center).

Staff finds the proposed site access points and the ingress/egress proposal shown on the site plan to be safe and adequate. Staff also finds that the internal pedestrian circulation, using future sidewalks along MD 118 and Leaman Farm Road and internal walkways as shown on the site plan, is safe and adequate.

Local Area Transportation Review and Policy Area Transportation Review

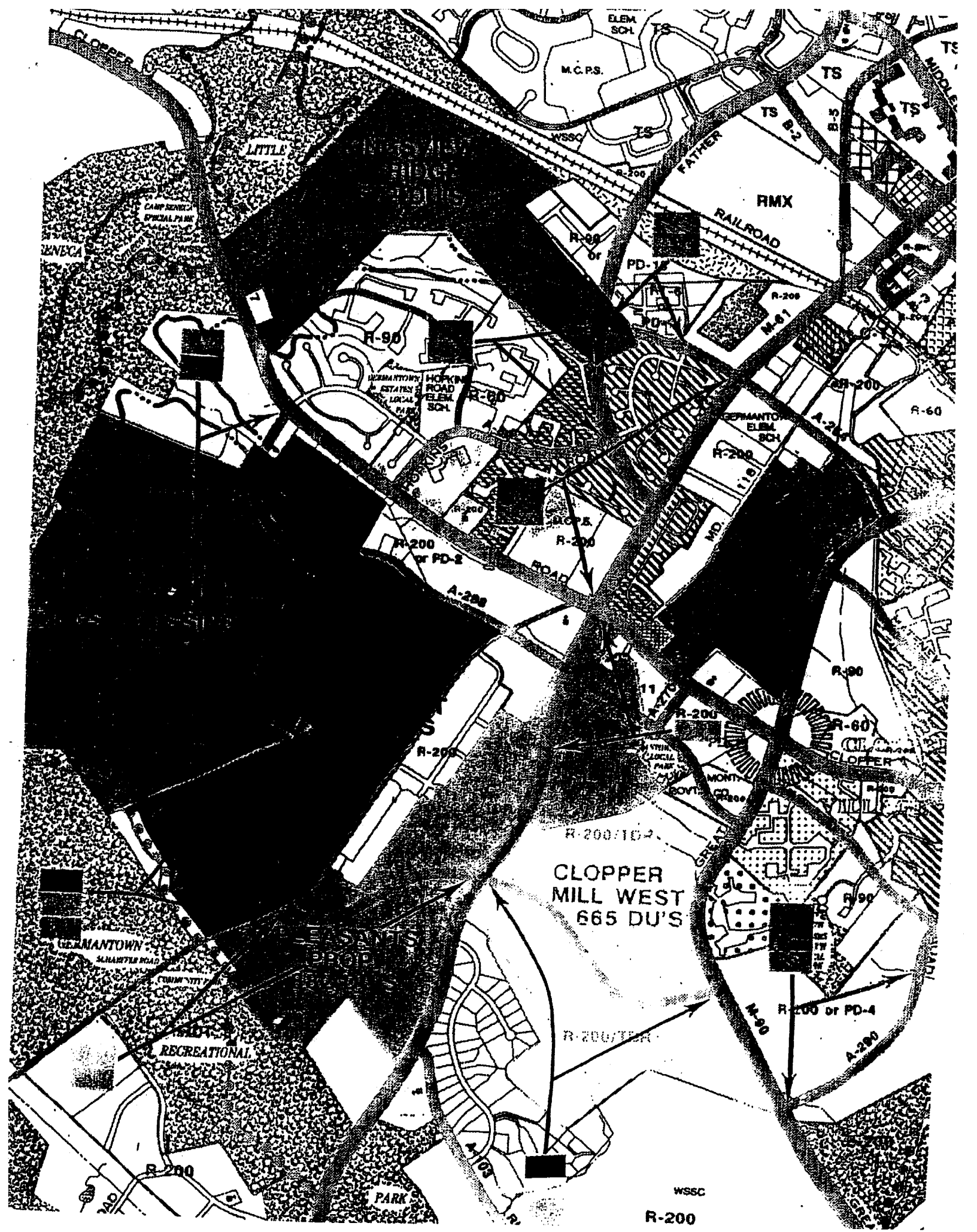
The Adequate Public Facilities issues for the subject development related to both Local Area Transportation Review (LATR) and Policy Area Transportation Review (PATR) were addressed at the time of the preliminary plan application. The roadway improvement to construct Leaman Farm Road from the Kingsview Village site to MD 118 is the only roadway improvement conditioned on this applicant that is not constructed. All other roadway improvements such as Relocated MD 118 south of Clopper Road (MD 117), Richter Farm Road from Great Seneca Highway to Clopper Road, and all intersection improvements along MD 118 and MD 117 have been completed.

There were a number of roadway improvement conditions required as part of the APF test related to approval of the preliminary plan of the Kingsview Village development (see the attached copy of the January 26, 1995 Transportation Planning Staff memo for a detailed list of roadway improvements). One of the roadway improvements to be built and/or participated in by the applicant is construction of Richter Farm Road (A-297) as a four-lane arterial between Great Seneca Highway and Clopper Road (see Conditions 3, 4, and 5 listed in the January 26, 1995 memo).

Richter Farm Road was constructed by other area developers from Great Seneca Highway to Clopper Road. The portion of Richter Farm Road between Great Seneca Highway and MD 118 was constructed by the Clopper Mill West development prior to Fall, 2000 when the Germantown Soccerplex was opened. Kingsview Village, King Hargett, and Kings Crossing were expected to participate in that project.

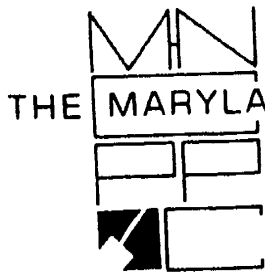
KHK:kcw
Attachment

cc: Malcolm Shaneman



CLOPPER
MILL WEST
665 DU'S

WSSC
R-200



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

January 26, 1995

MEMORANDUM

TO: Joe Davis, Coordinator
Development Review Division

VIA: Bud Liem, Transportation Coordinator *BL*
Transportation Planning Division

FROM: Ki H. Kim, Transportation Planner *KHK*
Transportation Planning Division

SUBJECT: Transportation APF Review for
Pleasants Property, Germantown West
Preliminary Plan No. 1-90017

This memorandum supercedes all previous Transportation Planning Division memoranda related to the proposed Pleasants Property, Germantown West Preliminary Plan No. 1-90017.

This memorandum represents the Transportation staff's APF review of the full development of the Pleasants Property, which is to be located south of Clopper Road (MD 117) and west of existing MD 118 in the Germantown West Policy Area. The proposed development under this preliminary plan includes a total of 882 residential dwelling units. The subject preliminary plan was previously approved for 424 dwelling units under Phase I and 100 dwelling units under the DAP provision. The Transportation Planning Division's recommendations previously conditioned upon approval of the Phase I development are, however, replaced by the recommendations of this memo.

RECOMMENDATIONS

Based on our review of the submitted traffic impact study and further analyses, we recommend approval of the proposed Pleasants development with the following conditions.

1. Total development under this preliminary plan does not exceed 882 units.
2. The applicant shall construct Relocated MD 118 south of Clopper Road (MD 117) to existing MD 118 to tie into construction of Relocated MD 118 north of Clopper Road by Montgomery County DOT and other developers. Construction

of this project should be coordinated with MCDOT and the roadway design work must be approved by the Montgomery County Planning Board.

3. The applicant shall construct Richter Farm Road (A-297) as a four-lane arterial between Schaeffer Road and existing MD 118.
4. Richter Farm Road (A-297) as a four-lane arterial between Great Seneca Highway and existing MD 118 must be constructed before release of the 606th building permit. Applicant may undertake construction or document pro rata participation if not built at the time 606th building permit is sought.
5. Richter Farm Road (A-297) as a four-lane arterial between MD 117 and Schaeffer Road must be constructed before release of 606th building permit. Applicant may undertake construction or document pro rata participation if not built at the time the 606th building permit is sought.
6. The applicant shall participate in constructing a separate right-turn lane on southbound Great Seneca Highway to westbound Clopper Road (MD 117).
7. The applicant shall participate in constructing a separate right-turn lane on southbound existing MD 118 to westbound MD 117.
8. The applicant shall participate in constructing a separate right-turn lane on eastbound existing MD 117 to southbound MD 118.
9. The applicant shall agree that all roadway improvements listed in Conditions 6, 7, and 8 be under construction prior to issuance of first building permit. The roadway improvement listed in Condition 2, Relocated MD 118 south of MD 117, must be under construction prior to issuance of the 82nd building permit. The roadway improvement listed in Conditions 3, 4, and 5, Richter Farm Road (A-297) from MD 117 to Great Seneca Highway, must be under construction prior to issuance of the 606th building permit. It is noted that the building permits for 100 units approved under the DAP can proceed upon payment of DAP fees, not subject to the roadway improvements listed in Conditions 2 through 8 above.
10. The applicant shall construct the southern two lanes of Hoyles Mill Road (A-298) from the site access to Relocated MD 118. This road must be under construction prior to issuance of 101 building permits for the multi-family units in the south east quadrant of the intersection of existing MD 118 and Hoyles Mill Road. The full width, four-lane arterial, grading of Hoyles Mill Road within the limits of the subject subdivision must also be done

at the same time with construction of the southern two lanes.

11. The applicant shall agree that all necessary roadway design work must be complete and approved by the Montgomery County Planning Board prior to issuance of any building permits as identified in above staging.

Summary of Local Area Transportation Review

The critical lane volume (CLV) impacts of the proposed development on critical intersections in Germantown West are presented in Table I. The following summarizes the Local Area Review.

1. Under existing traffic conditions, all intersections analyzed are operating at an acceptable CLV. (Line 1 of Table I)
2. Under background conditions, unacceptable CLV are projected at MD 117 intersections with Schaeffer Road, Great Seneca Highway and existing MD 118. (Line 2 of Table I)
3. With the addition of the site traffic to the background condition and the proposed roadway improvements by the applicant in conjunction with approval of the subject site, all intersections analyzed in the Germantown West area are projected to operate at an acceptable or better CLV than under the background condition. (Line 3 of Table I) It is noted that the traffic analysis for the MD 117/ existing MD 118 applies to the development condition for the first 82 dwelling units of the Pleasants Property, which is allowed prior to construction of Relocated MD 118 south of MD 117. The full development of the subject site is analyzed with Relocated MD 118 included in the network.

The acceptable CLV for the Germantown West Policy Area is 1,500 according to the FY 95 Annual Growth Policy (AGP).

Staging Ceiling Capacity Review

Based on the FY 95 AGP Staging Ceiling capacity for the Germantown West Policy Area, there is capacity available for 969 dwelling units of residential development, 81 units of which are assigned to this application. With construction of Relocated MD 118 south of Clopper Road (MD 117) to existing MD 118, it is staff's opinion that there would be sufficient ceiling capacity generated to accommodate 424 dwelling units which was previously approved with construction of Hoyles Mill Road (A-298). With construction of Richter Farm Road (A-297) from the existing MD 117 to Great Seneca Highway, it is also staff's opinion that there would be sufficient ceiling capacity generated to accommodate the remainder

(277 dwelling units) of the full development of this preliminary plan.

CONCLUSION

Staff concludes that, with implementation of all roadway improvements currently programmed in the Approved Road Program and proposed by the applicant in conjunction with the subject preliminary plan, all nearby intersections are anticipated to operate within acceptable CLV or at an improved level over background conditions. Staff further concludes that, with the developer constructing Relocated MD 118 south of Clopper Road (MD 117) to the existing MD 118, Richter Farm Road (A-297), and currently available FY 95 ceiling capacity, the subject preliminary plan meets the Staging Ceiling Review requirements under the provision of Ceiling Flexibility for Developer Participation Projects.

KHK:plb\PP90017R
Attachments

TABLE I

INTERSECTION LEVEL OF SERVICE AND CRITICAL LANE VOLUMES
UNDER VARIOUS DEVELOPMENT SCHEMES

PRELIMINARY PLAN NO. 1-90017R

Development Condition	Existing MD 117/MD 118		MD 117/Relocated MD 118		MD 117/GREAT SENECA HIGHWAY		MD 117/SCHAEFFER ROAD		MD 118/HOYLES MILL ROAD	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1. Existing	1320	1463			768	1148	1044	1028	N/A	N/A
2. Background with ARP Roadways	1238	1512			1395	1935	1754	1431	N/A	NA/
3. Total Traffic Condition with ARP and Proposed Roadways	1245	1427**	1008	1384	1435	1893	1664	1435	976	1175

* Proposed roadway improvements include all roadway improvements listed as conditions of approval in the memo.

** Traffic analysis for the total traffic condition at MD 117/Existing MD 118 applies only to development conditions for 81 dwelling units of the Pleasants Property.



C R E S C E N T D E V E L O P M E N T I N C.

24012 FREDERICK ROAD • SUITE 200 • CLARKSBURG, MARYLAND 20871 • (301) 428-0802 • FAX (301) 428-1736

September 1, 1999

To: Les Powell
 Charles P. Johnson & Associates

From: Larry Cartano

From the March 17, 1999 Linda Komes revisions, the Kingsview Village Density Charts have been again updated showing housing type units, number of MPDUs, TDRs, and Market Rate Bonus units.

Using Linda Komes MNCPPC's criteria on fractions, any TDR bonus number, MPDU density bonus number, or required MPDU unit to be provided number....if ending in a fraction, went to the next highest whole number. For example, if any unit calculation came up to 60.21, or 60.6, etc., the number used was 61.

The KI-3 chart was changed, but the CL-6 and KI-4 charts stayed the same. On the current KI-3 chart, assume MNCPPC will buy 9 Schaeffer Road lots for the Soccerplex, BOE will buy 9 lots for school expansion, and 5 less lots will be sited than what MNCPPC approved in Phase II (Section 14).

The revised charts have not been sent to MNCPPC, as yet. If you have questions, call me.

Note: On 9/1/99 Assume MNCPPC will buy 9 Schaeffer Road lots, the BOE will buy 9 School lots, and 5 less lots will be sited than what MNCPPC approved in Sect. 14.

KI-3 - TDR 3 Area - 123.1 acres:

- Base Zoning = 2 units per gross acres x 123.1 Acres = 246 units
- TDR Bonus = 1 unit per gross acres 123.1 acres = 124 TDR units
- Total density allowed prior to any MPDU density bonus = 370 units
- Adding an MPDU maximum bonus of 22% which = 82 units allows total density in KI-3 to be = 452 units

• Site Plan shows 404 units can be built. Using Denis Canavan's Example C calculation which minimizes number of MPDUs built, and maximizes purchases of TDRs:

1) Percent Density Bonus:

404 Units - 370 (base + maximum TDR) = 34 units minimum density bonus.
34 ÷ 370 = 9.2% density bonus

2) Number MPDU's (from table):

9.2% density bonus requires 13.5% MPDU
404 x 13.5 = 55 MPDUs.

3) Number TDR's:

Since number of MPDU's (55) is more than density bonus (34), 0 bonus market rate units are obtained.

Number of TDR's is, therefore, 404 (total units) - 246 (base density) - 55 (MPDU's) - 0 bonus market rate units = 103 TDRs.

4) Unit Summary:

Base Density	=	246 units
TDR's	=	103 units
MPDU's	=	55 units
Market Rate Bonus	=	<u>0 units</u>
		404 units

The calculation above shows:

1. 21 more MPDU will be built than mpdu bonus density units were obtained (55 vs. 34).
2. Of the total shown density in KI-3 of 404 units (147 THs and 257 SF):
 - a) 13.5% are MPDUs
 - b) 36% of total density are townhouse units.
 - c) 103 out of a possible 124 TDRs will be purchased.
 - d) Only 89% of total permitted Master Plan density was achieved (48 units were lost).

KI-4 - TDR 4 Area - 44.0 acres:

- Base Zoning = 2 units per gross acres x 44.0 = 88 units
- TDR Bonus = 2 units per gross acre x 44.0 = 88 TDR units
- Total Density allowed prior to any MPDU density bonus = 176 units
- Adding in MPDU maximum density bonus of 22%, which = 39 units allows total density in KI-4 to be = 215 units
- Site Plan shows 198 units can be built. Using Denis Canavan's Example C calculation, which minimizes number of MPDUs built, and maximizes purchase of TDRs:

1) Percent Density Bonus:

198 units - 176 (base + maximum TDR) = 22 units minimum density bonus.
22 + 176 = 12.5 density bonus.

2) Number MPDU's (from table):

12.5 density bonus required 13.8% MPDU.
198 x 13.8 = 28 MPDUs.

3) Number TDR's:

Since number of MPDU's (28) is greater than density bonus (22), no bonus market rate units are obtained.
Number of TDR's is, therefore, 198 (total units) - 88 (base density) - 28 (MPDU's)
- 0 bonus market rate units = 82 TDRs.

4) Unit Summary:

Base Density	=	88 units
TDR's	=	82 units
MPDU's	=	28 units
Market Rate Bonus	=	<u>0 units</u>
TOTAL=		198 units

• The Calculation above shows:

1. 6 more MPDUs will be built than MPDU bonus density units were obtained (28 vs 22).
2. Of the total shown density in KI-4, of 198 units (82 TH and 116 SF):

- a) 13.8 are MPDUs
- b) 41% of total density are townhouse units.
- c) 94%, or 82 out of a possible 88 TDRs will be purchased.
- d) Only 93% of total permitted Master Plan density was achieved (17 units were lost).

CL-6 - TDR 6 Area - 40.9 acres:

- Base Zoning = 2 units per gross acres x 40.9 = 81 units
- TDR Bonus = 4 units per gross acre x 40.9 = 164 TDR units
- Total Density allowed prior to any MPDU density bonus = 245 units
- Adding in MPDU maximum density bonus of 22%, which =54 units, allows total density in CL-6 to be = 299 units

• Site Plan shows 299 units can be built. Using Denis Canavan's calculation, which minimizes number of MPDUs built, and maximizes purchase of TDRs:

1) Percent Density Bonus:

299 units - 245 (base + maximum TDR) = 54 units minimum density bonus.
 54 + 245 = 22.0% density bonus.

2) Number MPDU's (from table):

22.0% density bonus requires 15.0% MPDU.
 299 x 15.0 % = 45 MPDUs

3) Number TDR's:

Since number of MPDU's (45) is less than the MPDU density bonus (54) ,
 9 bonus market rate units are obtained.
 Number of TDR's is, therefore, 299 (total units) - 81 (base density) - 45 (MPDU's) -
 9 bonus market rate units = 164 TDRs.

4) CL-6 Unit Summary:

		K13, K14, and CL6
		<u>Total Project Summary</u>
Base Density	=	81 units
TDR's		164 units (Note 2c below)
MPDU's		45 units
Market Rate Bonus	=	<u>9 units</u>
TOTAL	=	<u>299 units</u>
		415 units
		349 units
		128 units
		<u>9 units</u>
		901 units

• The Calculation above shows:

1. 9 more MPDU bonus density units will be built than MPDU units were provided (54 vs 45).
2. Of the total shown density in CL-6, of 299 units (43 TH, 61 SF, and 195 Apartments):
 - a) 15.0% are MPDUs
 - b) 14% of total density are townhouses units
 - c) 100% or 164 possible TDRs are shown to be purchased. However, 1 TDR buys 2 apartment units, so in reality, only 110 TDRs will need to be purchased.
 (See formula for apartment TDR purchase on next page.)
 - d) 100% of the permitted Master Plan density was achieved.

APARTMENT TDR FORMULA

Now, under new rules, One TDR purchase will allow construction of 2 apartment units.

Today, the CL-6 Master Plan and Preliminary Plan area have approved Density Breakdown of 299 total units:

61 SF) 104 SF & TH units + 299 Total Density = 35%
43 TH)

195 Apartments + 299 Total Density = 65%

On SF & TH units (35% of CL-6 Density)
a percentage of 35% x 164 TDRS required to
calculate maximum density = 57 TDRs
which are needed to record Record
Plats for 61 SF & 43 TH units

On 195 Apartment Units (65% of CL-6 Density)
a percentage of 65% x original total required
164 TDRs + 2 = 53 TDRs
which are required for full apartment
development at Record Plat.

Because of apartment development, total TDR
purchase required now in CL-6 = 110 TDRs

1. Overall Project's 901 Proposed Units (Total Density permitted is 966)

TYPE UNITS	NUMBER OF UNITS		
	Phase I	Phase II	Total
Multi Family	72	123	195
Townhouse	125	147	272
Single Family	269	165	434
Total	466	435	901

2. MPDU Breakdown

TYPE UNITS	NUMBER OF UNITS		
	Phase I	Phase II	Total
Multi Family	41	23	64
Townhouse	28	36	64
Single Family	0	0	0
Total	69	59	128

3. TDR Breakdown

TYPE UNITS	NUMBER OF UNITS			Total
	KI-3	KI-4	CL-6	
Phase I	28	82	97	207
Phase II	75	0	67	142
Total	103	82	164	349

(Note: Use of Apartments reduces TDRs down to total 295)

February 10, 1999 (Revised March 17, 1999) (Revised Sept. 1, 1999)

TYPES OF UNITS	NUMBER OF UNITS	
	PHASE I	PHASE II
Apartments	72	123
Townhouses	125	147
4,000 to 6,000 sf lots	186	0
7,000 to 9,000 sf Lots	67	165
14,000 sf Lots	16	0
TOTAL UNITS	468	435

Other Phase 2.96
LA Public Approval

Planning Area	Size (Acres)	Zoning	Density Permitted (Incl. MPDU's)	No. Units Permitted	NUMBER OF UNITS SHOWN					Total	TDR's Required	MPDU's Required
					14,000 SF Lots	7,000 to 9,000 SF Lots	4,000 to 6,000 SF Lots	Town-houses	4-Story Apts.			
KI-3	123.1	R-200 TDR-3	3.66 du/ac	452	0	208	49	147	0	404	103	55
KI-4	44.0	R-200 TDR-4	4.86 du/ac	215	16	24	76	82	0	198	82	28
CL-6	40.9	R-200 TDR-6	7.32 du/ac	299	0	0	61	43	195	299	164 (w/apls. -110)	45
	6.9		NOT INCLUDED	IN THIS PLAN:	OUTLOT A	OUTLOT B	K1-4 PROP.	SEVERED AREA (3.8 AC.) PD-11 ZONE (3.0 AC.)				64
	9.3		STATE ROUTE	#118	ACQUISITION							
Total	224.2			966	16	232	186	272	195	901	349	128

64
64

TDR Note: Total number of TDR's actually required (295) is less than number calculated on gross acreage basis (349) due to current TDR law requiring only one TDR per two multi-family units.

TABLE 1
Range of MPDU Requirements
Calibrated to Achieved Density Bonuses

<u>Achieved Density Bonus</u>	<u>MPDU'S Required</u>
Zero	12.5%
Up to 1%	12.6%
Up to 2%	12.7%
Up to 3%	12.8%
Up to 4%	12.9%
Up to 5%	13.0%
Up to 6%	13.1%
Up to 7%	13.2%
Up to 8%	13.3%
Up to 9%	13.4%
Up to 10%	13.5%
Up to 11%	13.6%
Up to 12%	13.7%
Up to 13%	13.8%
Up to 14%	13.9%
Up to 15%	14.0%
Up to 16%	14.1%
Up to 17%	14.2%
Up to 18%	14.3%
Up to 19%	14.4%
Up to 20%	14.5%
Up to 22%	15.0%

Source: Sec. 25A-5(b), Chapter 25A



**THE MARYLAND-NATIONAL CAPITAL PARK AND
PLANNING COMMISSION**

Department of Park & Planning, Montgomery County, Maryland
8787 Georgia Avenue, Silver Spring, Maryland 20910

MEMORANDUM

TO: Wynn Witthans

FROM: Mark Pfefferle, Planning Coordinator, Environmental Planning Division

DATE: November 7, 2003

SUBJECT: Site Plan 8-97007A
Kingsview Village – Section 8

The Environmental Planning staff has reviewed the site plans referenced above. Staff recommends approval of the site plans with the following condition.

- **The applicant must submit a comparison of forest removal for site plan 8-94031 with site plan 8-97007A.**
- **The development must not have more impervious surfaces within the stream valley buffer than was previously approved in site plan 8-97007.**

Forest Conservation

The area included in this site plan is included in the forest conservation plan prepared for site plan 8-94031. However, the applicant still needs to provide staff a comparison of forest loss approved in site 8-94031 with the above referenced site plan. If there is more forest loss that previously approved the applicant will be required to plant additional forest.

Imperviousness

The previously approved site plan approved encroachment of impervious surfaces into the stream valley buffer. Some of these surfaces included roadways and limited parking. Staff recommends that no additional impervious surfaces be allowed within the stream valley buffer than was previously approved.

Witthans, Wynn

From: Navid, Sarah [Sarah.Navid@montgomerycountymd.gov]
Sent: Thursday, November 06, 2003 1:06 PM
To: Witthans, Wynn
Cc: lcartano@pleasants.org
Subject: Kingsview Village Section 8

Wynn,

We have reviewed the site plan for Kingsview Village and find it acceptable with the following comments:

- The sidewalk adjacent to the site on Leaman Farm Road should be constructed as part of this project, consistent with what has already been built along the rest of Leaman Farm Road (sidewalk on south side, bikepath on north side)
- The median at the Leaman Farm Driveway should be extended to its interim intersection with the north two lanes of Leaman Farm Road and at least 25' curb return radii provided.
- No additional lanes or widening of Leaman Farm Road are required (e.g. interim two-lane section is adequate) and the proposed driveway location is acceptable.

Thank you for the opportunity to comment on this plan.

Sarah Navid
Department of Permitting Services
Right of Way Permitting and Plan Review Section

11/6/2003