



MONTGOMERY COUNTY PLANNING DEPARTMENT
 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB
Item
Date:

DATE: May 22, 2009

TO: Montgomery County Board of Appeals
VIA: Rose Krasnow, Chief, Development Review Division *RHK*
 Ralph Wilson, Zoning Supervisor, Development Review Division
FROM: Elsabett Tesfaye, Planner Coordinator (301) 495-1301 *ET*

SUBJECT: I. Preliminary Forest Conservation Plan for CBA-2521-J: Montgomery General Hospital.
 II. Special Exception CBA-2521-J Montgomery General Hospital–Request for modification to the Hospital’s approved special exception.
 III. A request for a Waiver of the number of parking spaces required for Special Exception CBA-2521-J.

FILING DATE: March 10, 2008
PLANNING BOARD HEARING June 4, 2009
PUBLIC HEARING: June 16, 2009

Staff Recommendations:

I. Preliminary Forest Conservation Plan:	APPROVAL with conditions
II. Special Exception Modification CBA-2521J:	APPROVAL with conditions
III. Waiver of the number of parking spaces required for Special Exception CBA-2521-J.	APPROVAL

The proposed modification satisfies the minimal requirements for all applicable standards for approval as specified in the Montgomery County Zoning Ordinance. Moreover, the modification is consistent with the recommendations of the 2005 Olney Master Plan. The proposed modification will add two, 4-story buildings with a total gross floor area of 120,000 square feet and an associated parking lot with 499 spaces.

In the past four decades, the hospital has undergone a series of individual modifications and expansions, without the benefit of a long-range campus master plan. Now that the hospital has affiliated with Medstar, it will need to determine how it can best accommodate the ongoing expansion of its facilities while preserving the integrity of a well functioning campus. Although Staff finds that the current special exception meets all requirements of the code, the applicant is urged to take decisive measures to initiate the development of a comprehensive campus plan before embarking on another expansion of the Hospital facilities.

Staff recommends approval of Preliminary Forest Conservation Plan for S-2521 J, subject to the following conditions:

1. Applicant must submit a revised preliminary forest conservation plan showing all existing forest as cleared on the worksheet.
2. Applicant must submit a final forest conservation plan consistent with Section 109.B. of the forest conservation regulations at the time of preliminary plan.
3. All retained trees stands and planted landscape areas that apply towards meeting forest conservation plan requirements must be protected by a category II conservation easement

Staff recommends approval of Special Exception Modification CBA-2521J with the following conditions:

1. All terms and conditions of the previously approved special exception remain in full force and effect, except as modified by approval of this modification.
2. All development within the Patuxent River Primary Management Area (PMA) must comply with Chapter VII –D -1(d) of the Environmental Guidelines before issuance of a sediment and erosion control permit and :
 - a. Enhanced SWM/BMPs must be applied to the entire site per the “non-conformance” criteria of the Environmental Guidelines in coordination with County DPS, and
 - b. All plans in CBA-2521-J must show the Patuxent River PMA delineation as shown on the PFCP
3. The final design of the building façade must substantially conform to the architectural renderings presented in the applicant’s submission of April 24, 2009, including materials, fenestration, and entrances.
4. The landscape plan must be revised to incorporate the following improvements for review and comment by Planning Board staff before approval by the Board of Appeals:
 - a. Provide additional street tree plantings along the Prince Philip Drive public right-of-way unless otherwise directed by MCDOT,
 - b. Provide additional plantings in the rear of the two buildings,
 - c. Extend the ornamental tree plantings in the courtyard, along the pedestrian sidewalk connecting to the sidewalk along Prince Phillip Drive,
 - d. Direct the surface runoff from the parking lot to bioretention swales in the parking lot islands and adjust the plant material as needed to tolerate wet/dry conditions.
 - e. Show planting plan for green roofs, and
 - f. Provide a list of alternate plant material to be approved by Site Plan Review Staff and Environmental Planning Staff prior to a decision by the Board of Appeals.
5. The applicant must provide pedestrian-scaled light fixtures with a maximum height of 12 feet in the landscaped courtyard area to provide adequate illumination and to create a safe pedestrian environment.
6. All standard parking spaces must be a minimum of 8.5 feet x 18 feet paved surface, in accordance with the Montgomery County Zoning Ordinance.

physicians' office buildings of 60,000 square feet each, for a total of 120,000 square feet.

8. The adequacy of public facilities must be determined by the Planning Board at the time of subdivision review. Therefore, subdivision approval is a condition of approval of this special exception.
9. The applicant must provide 10 motorcycle parking spaces and a total of 20 bicycle spaces and/or bicycle lockers.
10. The buildings must not exceed 60 feet in height.

MONTGOMERY GENERAL HOSPITAL (CBA-2521-J)



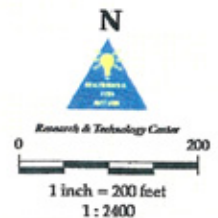
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MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

2287 Georgia Avenue - Silver Spring, Maryland 20910-2209

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ATTACHMENTS:

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- i. Aerial**
- ii. Plans**
- iii. Appendix I Preliminary Forest Conservation Review and Recommendation**
- iv. Exhibits**
 - Exhibit 1: Transportation Planning Memorandum**
 - Exhibit 2: List of MGH special exceptions and modification compiled by the applicant**
 - Exhibit 3: Applicant's Request for Parking Waiver**
- v. Referral Comments**
 - 1. The Community Base Planning**
 - 2. Environmental Planning**
 - 3. Site Plan Review**
 - 4. Subdivision Review**
 - 5. Historic Preservation**
 - 6. Permitting and Planning Review (DPS)**
 - 7. Department of Transportation**

I. APPLICATION SUMMARY

Applicant	Montgomery General Hospital
Location	In the Northwest quadrant of the intersection of Olney-Sandy Spring Road and Prince Philip Drive and at the intersection of Prince Philip Drive, Tall Timbers Road and Brook Farm Drive
Site Size	46.46 ac
Current Zone	The property is zoned RE-2, R-200 and R-60
Master Plan	2005 Olney Master Plan
Proposed project and Use	2 additional physician office buildings within a hospital campus
Floor Area	Bldg 1: 60,000 sq. ft Bldg.2: 60, 000 sq ft
Onsite parking spaces:	499
Motorcycle spaces	20

II. STATEMENT OF THE CASE

The applicant, Montgomery General Hospital, requests a modification to the existing special exception (Case No. CBA-2521-I) on the undeveloped portion (West Campus) of the hospital’s property that is zoned R-60. The Hospital proposes to construct two, 4-story, 55-foot high medical office buildings, each of which will contain approximately 60,000 square feet of floor area for a combined floor area of 120,000 square feet. The proposal also includes the following as part of the application:

1. Consolidation of all applicable previous special exception approvals that are directly related to improvements, additions, and expansions within the hospital campus going back to the 1950s. The applicant proposes to bring the land areas covered by all previously approved special exceptions and modifications under CBA-2521J.
2. Expand the special exception area (the Hospital Campus) to reflect the recently acquired two small lots (2.02 ac. of total area).
3. Relocation of the proposed transit center on the campus (Washington Metropolitan area Transit Authority (WAMATA)/ 2005 Olney Master Plan) from the west side of Prince Philip Drive to the east side of the road.
4. A waiver of 101 parking spaces associated with the proposed west campus physician office buildings.

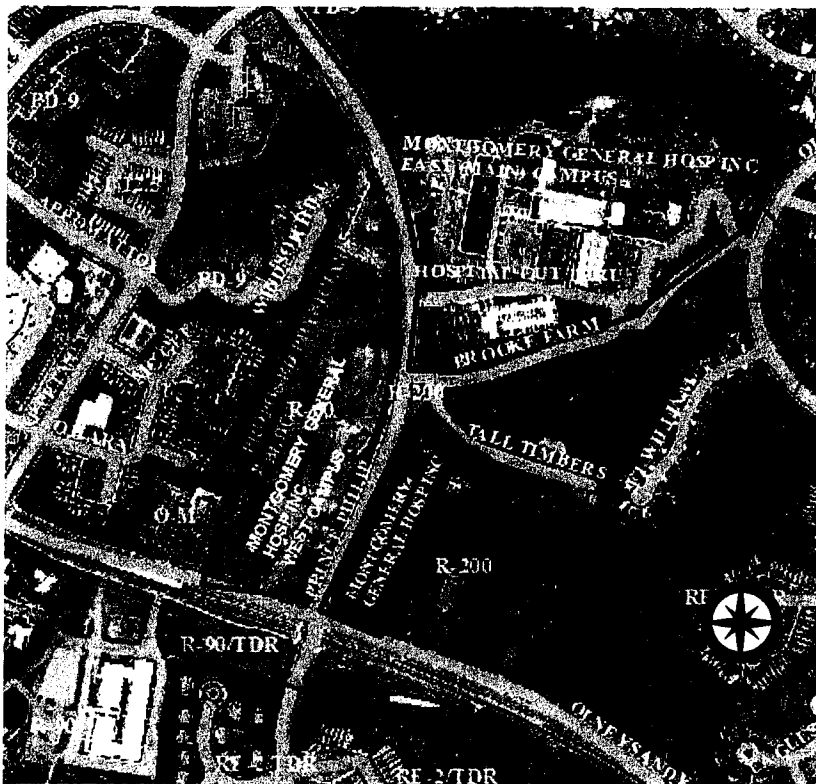
The Hospital currently has two existing physicians office buildings (POB #1 and POB #2) totaling 135,000 square feet located on the Main (East) Campus. The Hospital contends that the existing two buildings are not sufficient to meet the increasing demands for medical services from the community located in close proximity to the Hospital. The proposed physician offices (identified as POB #3 and POB #4) will provide a mix of services including primary care, doctors, specialists, labs, and hospital administrative services. In addition, food service and gift shops may be included to serve patrons of the buildings. The applicant provided the following description of the various features of the proposed development including proposed architectural treatments, site design, landscaping, parking, access driveway, and walkways:

“The Proposed Physician Offices will be designed to utilized similar architectural elements providing visual integration with the main hospital campus, but at the same time update the style for a more contemporary appearance. The primary materials will be masonry with curtain wall and ribbon windows. The buildings will be sited along Prince Philip Drive and convey a street presence with the main access driveway located to the south of buildings, approximately 380 feet from the intersection of MD Route 108 and Prince Philip Drive. An attractive parking lot containing 499 regular parking spaces (inclusive of 9 accessible spaces) and 10 motorcycle spaces, will be located to the rear of the proposed buildings. Generous setbacks and landscaping will provide an effective buffer from adjoining residential properties, and an attractive streetscape along Prince Philip Drive. Proposed pedestrian walkways will assure easy access from the proposed Physician Offices on the West Campus to the MGH Facilities on the East Campus.”

The proposed buildings will be constructed in two phases. The applicant’s submission statement indicates that the first building, along with associated parking accommodations, will be constructed in Phase 1. The second building and the remainder of the parking will be constructed in Phase 2.

The applicant estimates 2.5 to 3.0 employees (doctors, nurses, and administrative personnel) per 1000 square feet rotating in and out of the buildings during the day. The approximate hours of operation will be between 8:00 a.m. and 5:00 p.m. Monday through Friday with the exception of a possible specialty practice requiring overnight stays.

III. DESCRIPTION PROPERTY



Montgomery General Hospital is located in the northwest quadrant of the intersection of Olney-Sandy Spring Road and Prince Philip Drive and at the intersection of Prince Philip Drive, Tall Timbers Road, and Brook Farm Drive. The Hospital’s property consists of 46.46 acres of land. The property is zoned RE-2, R-200 and R-60. The portion of the property that is the subject of the proposed modification (West Campus) consists of approximately 14.61 acres of land and is located in the R-60 zone. It is separated from the Hospital’s main campus (East Campus) by Prince Philip Drive. It is already improved with a day care facility for senior adults that is located on the north end of the site and a small thrift shop that is located on the southern end of the site.

IV. NEIGHBORHOOD DESCRIPTION

The surrounding, neighborhood is generally defined by the following boundaries.

North:	Gold Mine Road
East	Old Baltimore Road, James Creek and Old Vick Boulevard
South:	Old Baltimore Road
West	Blossom View Drive, Queen Elizabeth Drive, Heritage Hills Drive and Gold Mine Road.

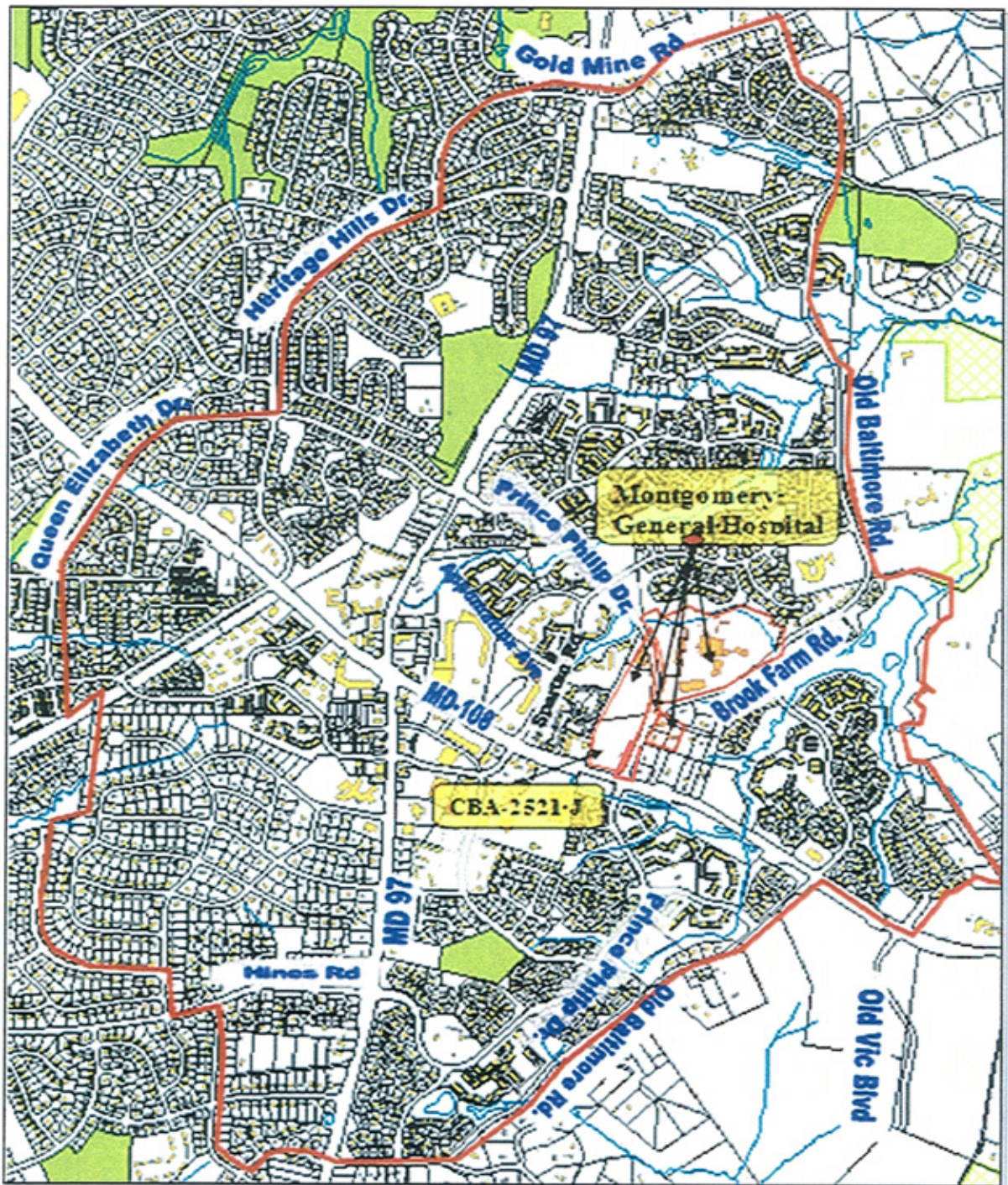
In defining the neighborhood boundaries for the subject application, staff has taken into account the Hearing Examiner's conclusion, in CBA 2521-I, which stated that "it makes sense to view the neighborhood in terms of the traffic impact area, in addition to the visual impact area." The boundaries, as defined by staff, include all intersections studied by Transportation Planning for trip generation related to the hospital and therefore, are generally consistent with that of the neighborhood as defined in CBA-2521-I. The slight difference in shape is mainly as a result of the fact that the boundaries in the instant case recognize physical barriers including streets, roads and streams.

The neighborhood is predominantly residential with a concentration of commercial, retail, and office uses around the intersection of MD 97 and MD 108, an area of approximately 90-acres identified as the Olney Town Center in the Olney Master Plan. The neighborhood also includes three churches, a library, and two elementary schools. MD 97 traverses the neighborhood from north to south and MD 108 traverses the neighborhood from east to west, intersecting closer to the middle portion of the neighborhood.

The northern portion of the neighborhood is developed with single-family houses in the RE-2/TDR and R-2 zones. The northern-most part of the neighborhood also includes a 23-acre church (the Marian Fathers Novitiate). The Montgomery General Hospital campuses are located on the eastern portion of the neighborhood, east of Georgia Avenue. The Main (East) Campus is separated from the residential developments to the north by a stream valley buffer.

The area east of the hospital is sparsely developed with single family homes in the R-200 and RE-2/TDR zones and also contains stream valley. The Brooke Grove Elementary School is located along the eastern boundary of the neighborhood, northeast of the hospital campus in the RE-2/TDR zone. The St. Peters Catholic Church and Day School is also located on the eastern portion of the neighborhood on the south side of MD 108. A mixture of residential uses, including townhouses, single-family dwellings in the R-90, R-200 and RE-2/TDR zones, is located farther south.

A mixture of office and commercial uses exist within the Village Mart Shopping Center, Olney Shopping Center, Olney Town Center Shopping Center, and Olney Shops, all of which are located in the western portion of the neighborhood at and near the intersection of MD 97 and MD 108 in the MXTC zone. The Safeway and Giant grocery stores are also located in the area along the north and south side of Spartan Road. The Hospital's West Campus (the subject site), is located east of the Olney Town Center Shopping Center, separated from the shopping center with townhouse developments in the PD-90 zone. The Olney Library, Refuge Church of Christ, St. John's Episcopal Church and the Only Elementary School are also located on the western portion of the neighborhood.



V. PLANNING AND ZONING HISTORY

Montgomery General Hospital has been at the subject location since 1971. Various special exceptions and modifications have been granted to the hospital over the past thirty-five years. Major hospital expansions (buildings and acreage) took place in the mid 90s and the early part of 2000. In the most recent application, CBA-2521-I, the Hospital sought approval for modifications

on its Main Campus (East Campus) including additions, modification and upgrades to various facilities. The Board of Appeals approved the application in January of 2008.

The properties that are currently owned by the hospital were placed in the R-A zone with the 1954 amendment of the Zoning Map. In 1967 the site was zoned R-90, R-R and R-A. The R-A zone was later renamed RE-2. The 1980 Sectional Map Amendment rezoned the R-90 and part of the R-R zoned portion of the site to the R-60 and RE-2 zones and the remainder of the R-R zoned portion to the R-200 zone. The Approved 2005 Olney Sectional Map amendment (G-838) retained the property in the RE-2, R-60 and R-200 zones.

VI. MASTER PLAN

Community Based Planning, in its review of the application, found the proposed west campus development to be consistent with the vision and recommendations of the 2005 Only Master Plan. The Community based Planning Staff has provided the following comments:

The 2005 Olney Master Plan recognizes the central role Montgomery General Hospital plays in Olney. The Plan notes that the hospital is the largest employer in the area and that the facility is expected to grow approximately 10 percent over the next 10 years.

While the Plan focuses commercial growth in Olney on the mixed-use Town Center and discourages any rezoning or special exception petitions that are outside the Town Center The Plan states that “future expansion of Montgomery General Hospital should be supported on its main campus as well as on the vacant site across the street from the main campus.”

VII. COMMUNITY CONCERNS

No objections or concerns have been raised by the adjoining neighbors or others regarding the west campus expansion. In response to staff’s inquiry regarding outreach, the applicant stated that representatives of the hospital had met with the Greater Olney Civic Association and that the project had been well-received. Two general concerns were raised, as follows:

- 1) that there be adequate pedestrian access to the West Campus along Prince Philip Drive; and
- 2) that the landscape screening along the rear property line, adjacent to the townhomes, be put in place prior to commencement of heavy construction on the site and that it be sufficiently dense.

The community had no issues with the height, mass of the buildings or the density proposed.

VIII. TRANSPORTATION

Transportation Planning staff found that the subject proposal satisfies the minimum requirements of the Local Area Transportation Review Test (LATR) and Policy Area Mobility Review (PAMR). Staff recommended that the Planning Board require the following to be part of the transportation-related requirement to grant this special exception modification request:

1. The Applicant must limit expansion related to this special exception modification request at the hospital to two physician’s office buildings of 60,000 square feet

each, for a total of 120,000 square feet of physician office space.

However, in conducting their detailed evaluation of the applicant's traffic analysis, Transportation Planning staff raised some concerns related, in part, to the current application, but particularly to any future hospital expansion plans. The following issues were identified by Transportation Planning Staff:

- Provision for adequate access to the proposed buildings and efficient on-site circulation, and
- Provision for future campus-specific and regional roadway/pedestrian connectivity and transit needs on the West Campus.

Transportation staff had concerns about the single point of access to the new office buildings, the layout of the parking facility, and the location of a large, underground stormwater management facility north of POB #4, but recognized these issues could be addressed within the context of future modifications. Therefore, transportation staff recommends:

that the Applicant submit a long-range master plan for the entire hospital campus showing existing and future buildings, access roads, pedestrian circulation/roadway connection options, etc. for staff and Planning Board review as an element of any future special exception modification request for the hospital campus. We believe that the current piecemeal approach to developing the hospital campus is inefficient and are concerned that consequences of this unplanned growth on both short-term and long-term site/local/regional land use, transportation, traffic safety, traffic circulation, and roadway/pedestrian connectivity goals for the area would be undesirable.

IX. ENVIRONMENT

In their memo dated May 7, 2009, the Environmental Planning staff has recommended approval of the special exception subject to the following conditions:

1. All development within the Patuxent River Primary Management Area (PMA) must demonstrate compliance with Chapter VII -D -1(d) of the Environmental Guidelines prior to DPS' issuance of a sediment and erosion control permit.
 - a. Apply enhanced SWM/BMPs to the entire site per the "non-conformance" criteria of the Environmental Guidelines in coordination with County DPS.
 - b. All plans in CBA-2521-J shall show the Patuxent River PMA delineation as shown on the PFCP.

Excerpts from their memo are included below:

Forest Conservation

The site is subject to Chapter 22A Montgomery County Forest Conservation Law. Preliminary forest conservation plan recommendations shall be reviewed for action by the Planning Board as a regulatory item via separate memo dated May 7, 2009.

Environmental Guidelines

A Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) #420080480 was approved on November 14, 2007. The site is in the Hawlings River

subwatershed of the Patuxent River basin and is designated as class IV-P waters. There are no streams, wetlands, and 100-year floodplain on-site; however, there are Patuxent River Primary Management Area (PMA) boundaries on the northern and southern thirds of the site. These boundaries roughly bisect the site from east to west into approximate thirds with the middle one-third of the site in-between the two outer thirds. Steep and severe slopes are on-site along areas of three property lines with the greatest concentration located at the entire north/northeast property lines. This property is not located within a Special Protection Area.

This site is subject to Chapter VII of the Environmental Guidelines: *The Patuxent River Watershed Primary Management Area (PMA)*. Environmental Planning staff noted in the June 23, 2008 Development Review Committee (DRC) comments, the site is located in a *non-conforming* zone of the Patuxent PMA, VII D-1(d) of the Environmental Guidelines. As a result, the site is subject to “nonconformance requirements” as described in that section of the Guidelines. The Guidelines require use of state-of-the-art best management practices (BMPs), innovative stormwater management (SWM), and/or environmental site design to provide enhanced protection to the Patuxent River and the public water supply reservoirs it contains, beyond normal requirements.

All revised plans received April 23, 2009, except for the preliminary Forest Conservation Plan (PFCP), exclude boundaries of the Patuxent PMA. All relevant plans in this modification must correctly show the Patuxent PMA boundaries as shown on the PFCP. Only the PFCP contains a general note (#21) regarding the site’s nonconforming status in the Patuxent PMA. This note and the plan itself do not adequately respond to the directives of the Environmental Guidelines for incorporation of appropriate BMPs into the design. In addition to green roofs, staff suggests consideration of other BMPs (i.e., bioretention) in the parking lot. County DPS should be consulted to explore BMP opportunities to their standards, appropriate to the overall development objectives for this site.

Master Plan Considerations

In the Olney Master Plan adopted in April 2005, the Environmental Resources Plan chapter recognizes the Patuxent River and Hawlings River watersheds as significant natural resources.....Because this site is within the Patuxent PMA, and given its location upstream of the regional public water supply reservoir, additional stormwater management methods (BMPs) to enhance water quality controls are appropriate as discussed in the above section. The current Olney Master Plan is silent to the future comprehensive review of the site. However, the applicants should explore preparation of a comprehensive health campus master plan for discussion purposes with Planning Department Vision Team members, to include consideration of implementing objectives in the Environmental Resources chapter with regard to the site’s location in these two significant watersheds.

Stormwater Management

A stormwater management concept plan dated April 11, 2008, is the most current plan on file. On April 28, 2009, a copy of the DPS Stormwater Management Concept Plan Approval letter dated April 27, 2009 was e-mailed to the Environmental Planning Division. The PFCP shows a series of proposed underground stormwater filters with infiltration trenches. The DPS’ approval letter

describes on-site water quality controls and on-site recharge areas as a combination of pre-treated underground filtration devices and recharge trenches. The two proposed green roofs will add to water quality treatment.

The applicant should explore with County DPS, opportunities for BMPs (i.e., bioretention) in the parking lot, to DPS standards. This effort should recognize the site's location in two significant watersheds, including the Hawlings River's function in relation to the Howard T. Duckett Reservoir and the non-conformance criteria in the Environmental Guidelines.

Green Building

The applicant intends to provide two green roof tops on both proposed medical office buildings toward the minimum LEED certification requirements to address the County Council's Green Building legislation.

X. GENERAL DEVELOPMENT STANDARDS (§ 59-G-1.23)

- a. **Development Standards-59-G-1.23 (a):** Special exceptions are subject to the development standards of the applicable zone where the special exception is located, except when the standard is specified in Section G-1.23 or in Section G-2.

The following table summarizes the relevant development standards for the RE-2 Zone that are applicable to the proposed special exception request:

Development Standard R-60	Required (current)	Proposed/Existing
Minimum Lot Area 59-G-2.31 (1)	5 ac	East(main) Campus: 27.19 ac West Campus: 14.61 ac Other Campus A: .06 ac Other Campus B: <u>2.78</u> Total: 44.66
Minimum lot Frontage 59-G-2.31 (2))	200 ft	1,335 ft
Minimum Building Setback: 59-G-2.31 (3)	a distance equal to the height of that portion of the building, where the adjacent land is zoned single-family detached residential or is used solely for single-family detached residences, and in all other cases not less than 50 feet from a lot line.	50 ft
Building coverage	25%	5%
Building Height 59-G-2.31 (6)	145 SF	60 feet

- b. **Parking Requirements—59-G-1.23 (b):** Special exceptions are subject to all relevant requirements of Article 59-E. Moreover, Section 59-G-2.31 (4) specifies the following:

Off-street parking: Off-street parking shall be located so as to achieve a maximum of coordination between the proposed development and the surrounding uses and a maximum of safety, convenience and amenity for the residents of neighboring areas.

Parking shall be limited to a minimum in the front yard. Subject to prior board approval, a hospital may charge a reasonable fee for the use of off-street parking. Green area shall be located so as to maximize landscaping features, screening for the residents of neighboring areas and to achieve a general effect of openness.

Section 59-E-3.7—Parking requirements¹:

Office, medical practitioner’s: Not less than 4 parking spaces for each practitioner occupying or using such office.

Office, professional, nonresidential: Five parking spaces for each 1,000 square feet of gross floor area used by medical practitioners and 2.5 parking spaces for each 1,000 square feet of gross floor area used by all other professionals. The gross floor area calculation shall exclude storage area and the attic and cellar areas of the building if not occupied by professional personnel.

Section 59-E-2.3—Bicycle and Motorcycle Parking:

- (a) All parking facilities containing more than 50 parking spaces shall provide one bicycle parking space or locker for each 20 automobile parking spaces in the facility. Not more than 20 bicycle parking stalls or lockers shall be required in any one facility.
- (d) All parking facilities containing more than 50 parking spaces shall provide motorcycle stalls equal to at least 2 percent of the number of auto spaces. Not more than 10 motorcycle stalls shall be required on any one lot.

<u>Parking Requirements</u>	<u>Required</u>	<u>Proposed</u>
5 sp/ 1,000 sf	600 SF	499
120,000 X 5/1000		
Handicap Spaces (included in the Total):		
Accessible	12	...9
Van Accessible	2	...2
Total Parking spaces required	600	499
Minimum Bicycle parking	20	—
Minimum motorcycle parking	20	20

The applicant calculated their parking requirement based on the standard required for “Office/medical practitioner” which requires 4 spaces for each practitioner. Assuming that

¹ Definitions §9-A-2.1

Medical or dental clinic: Any building or group of buildings occupied by 3 or more medical practitioners and related services for the purpose of providing health services to people on an outpatient basis.

Medical office building: See “Medical or dental clinic”

Office, professional, nonresidential: An existing single-family structure used for professional office purposed by any member or members of a recognized profession, such as, but not limited to, doctors, lawyers, architects, accountants, engineers and veterinarians, but not including medical, dental or veterinarian clinics or inpatient treatment facilities.

a typical medical practitioner's office is 1,000 square feet, the two POB's would contain 120 practitioners and the requirement would be 480 spaces. The Applicant actually felt they were providing 19 spaces over the amount required. With respect to physician office buildings that are part of a hospital campus, staff has consistently applied the standard of 5 spaces per 1,000 square feet, which brings the required number of spaces to 600. Since the proposed total number of parking spaces being provided by the applicant (499 spaces) falls short of the total spaces (600) required by the parking ordinance, staff asked the applicant to file a parking waiver, which was done. The applicant's waiver request is discussed in Section XV, page 24, of this report.

The applicant also needs to provide the 20 bicycle spaces or bike lockers. Since only 10 motorcycle spaces are required, the excess can be allocated towards meeting the required bicycle spaces.

- c. **Forest Conservation-59-G-23 (d): If a special exception is subject to Chapter 22A, the Board must consider the preliminary forest conservation plan required by that Chapter when approving the special exception application and must not approve a special exception that conflicts with the preliminary forest conservation plan.**

As discussed in Section IX above, Environmental Planning staff has recommended approval of the Preliminary Forest Conservation Plan in a separate memo to the Board dated May 7, 2009, and subject to the following conditions:

1. Applicant to submit a revised preliminary forest conservation plan showing all existing forest as cleared on the worksheet.
2. Submission of a final forest conservation plan consistent with Section 109.B. of the forest conservation regulations at time of preliminary plan.
3. All retained trees stands and planted landscape areas that apply towards meeting forest conservation plan requirements must be protected by a category II conservation easement.

- d. **Signs—59-G-23(f):** The display of a sign must comply with Article 59-F.

The applicant has indicated that the proposed signage will consist of a "monument type" sign located at the driveway entrance as well as wall-mounted signs on the buildings identifying their respective use. Any sign, including, temporary construction signs, must comply with all applicable requirements of Article 59-F. All signs placed on the property must meet the requirements of Section 59-F-4.2 (a) in terms of number, location and area and Section 59-F-4.1 (e) regarding illumination.

- e. **Building compatibility in residential zones —59-G-23 (g):** Any structure that is constructed, reconstructed or altered under a special exception in a residential zone must be well related to the surrounding area in its sitting, landscaping, scale, bulk, height, materials, and textures, and must have a residential appearance where appropriate. Large building elevations must be divided into distinct planes by wall offsets or architectural articulation to achieve compatible scale and massing.

As has been the case with the previously approved modifications to the hospital, the proposed modification complements the existing structures on the main campus in terms of scale, massing design and function. The buildings associated with the proposed modification would be well-related with to the surrounding area.

f. Lighting in residential zones —59-G-23(h): All outdoor lighting must be located, shielded, landscaped, or otherwise buffered so that no direct light intrudes into an adjacent residential property. The following lighting standards must be met unless the Board requires different standards for a recreational facility or to improve public safety:

- (1) Luminaires must incorporate a glare and spill light control device to minimize glare and light trespass.**
- (2) Lighting levels along the side and rear lot lines must not exceed 0.1 foot candles.**

A photometric study was submitted with the application to show that the proposed modification satisfies this requirement. In addition, site plan staff has offered the following comments:

The lighting plan adequately and efficiently covers the main vehicular access to the site, as well as the parking and loading areas, in order to create a safe vehicular and pedestrian environment. The light fixtures proposed are full cut-off and pole-mounted with a total height of 25 feet above grade. In contrast, the landscape courtyard in between the buildings that serves as a pedestrian access point from the main campus of the Hospital does not have any lights proposed. Staff recommends adding pedestrian-scaled light fixtures with a maximum height of 12 feet to adequately illuminate this area and to create a safe pedestrian environment.

XI. EXTERIOR APPEARANCE IN RESIDENTIAL ZONES. 59-G-1.26

A structure to be constructed, reconstructed or altered pursuant to a special exception in a residential zone must, whenever practicable, have the exterior appearance of a residential building of the type otherwise permitted and must have suitable landscaping, streetscaping, pedestrian circulation and screening consisting of planting or fencing whenever deemed necessary and to the extent required by the Board, the Hearing Examiner or the District Council. Noise mitigation measures must be provided as necessary.

Site Plan Review staff offered the following comments:

The two buildings are located along Prince Phillip Drive within the 50-foot required setback. They are slightly south of the intersection of Prince Phillip Drive and Brooke Farm Drive, where the slope between the site and the street is minimal. This allows for a better spatial relationship between the buildings and the street than further north on the site where there is a steeper slope. The buildings are oriented inwards towards the site with the main entrances facing a shared drop-off area and parking lot beyond. Staff recommends that final design of the buildings facades conform to the architectural elevations stamped "Received" by MNCPPC on April 22, 2009, in terms of materials, fenestration, and

entrances. The two buildings are an identical mirror image of each other with four stories, a green roof with 90 percent minimum coverage, and loading areas on the outside edge.

XII. STANDARD FOR EVALUATION (§59-G-1.2.1)

A special exception must not be granted without the findings required by this Article. In making these findings, the Board of Appeals, Hearing Examiner, or District Council, as the case may be, must consider the inherent and non-inherent adverse effects of the use on nearby properties and the general neighborhood at the proposed location, irrespective of adverse effects the use might have if established elsewhere in the zone. Inherent adverse effects are the physical and operational characteristics necessarily associated with the particular use, regardless of its physical size or scale of operations. Inherent adverse effects alone are not a sufficient basis for denial of a special exception. Non-inherent adverse effects are physical and operational characteristics not necessarily associated with the particular use, or adverse effects created by unusual characteristics of the site. Non-inherent adverse effects, alone or in conjunction with inherent adverse effects, are a sufficient basis to deny a special exception.

As established in previous special exception cases, seven criteria are used to identify the physical and operational characteristics of a use. Those criteria are size, scale, scope, lighting, noise, traffic, and the environment. For the instant case, analysis of inherent and non-inherent adverse effects must establish what physical and operational characteristics are necessarily associated with a Hospital use.

As established in recent cases, inherent characteristics of a hospital include the following:

- A large, high-bulk physical plant, with some visual impact on its surroundings;
- hospital operations running round the clock, seven days per week;
- a large staff; a large number of patients and visitors;
- physician offices affiliated with the hospital,
- a significant amount of traffic and parking commensurate with the size of staff and patient body;
- a certain amount of operational noise from e.g. air conditioning systems;
- a large amount of bio and other waste which must be carefully disposed-of;
- a significant amount of external lighting needed for safety; and
- Emergency helipad.

The primary characteristics associated with this modification are in increase in building density, parking and traffic. The proposed physician's buildings complement the existing structures on the main campus in terms of scale, massing design and function and are well-related to the surrounding area.

A photometric study was submitted with the application to show that the proposed modification the lighting requirement. The lighting plan adequately and efficiently covers the main vehicular access to the site, as well as the parking and loading areas, in order to create a safe vehicular and pedestrian environment. However, Staff recommends adding pedestrian-scaled light fixtures with a maximum height of 12 feet in the landscaped courtyard to adequately illuminate this area and create a safe pedestrian environment.

The office buildings are also well screened and buffered in the form of landscaping, existing forest, and proposed afforestation measures. Given the prevailing characteristics of the development and uses surrounding the site, it is not anticipated that the use would cause objectionable noise, vibrations, fumes, odors, dust, illumination, glare, or physical activity

Staff identifies two non-inherent characteristics associated with the proposed development:

- the number (one vs. two) and location of the driveway access
- the number of parking spaces being provided

Although concerns with the efficiency and adequacy of the proposed single access to the west campus site have been expressed by Planning Department staff and applicable County agencies, there appears to be unanimity that the current proposal satisfies minimum Code requirements. Moreover, future improvements on the campus will almost undoubtedly necessitate a second point of access and other improvements to the circulation pattern of the entire hospital site.

With regard to the number of parking spaces, the applicant has requested a waiver of 101 parking spaces from the Code required 600 spaces. While the deficiency represents a sizable reduction in the number of spaces, the applicant's reasoning in support of the waiver appears to be sound. Staff, therefore, supports the waiver.

With the recommended conditions of approval of the special exception, the inherent and non-inherent impacts associated with this application are not sufficient to warrant a denial of the special exception petition.

XIII. GENERAL CONDITIONS (§59-G-1.21)

(a) A special exception may be granted when the Board, the Hearing Examiner, or the District Council, as the case may be, finds from a preponderance of the evidence of record that the proposed use:

(1) Is a permissible special exception in the Zone.

The site of the proposed project is located in the R-60 zone, which permits the proposed special exception.

(2) Complies with the standards and requirements set forth for the use in Division 59-G-2. The fact that a proposed use complies with all specific standards and requirements to grant a special exception does not create a presumption that the use is compatible with nearby properties and, in itself, is not sufficient to require a special exception to be granted.

The proposal is in compliance with the special exception requirements of Section 59-G-2.31 and Section 59-G-1-21(a) (2) of the Zoning Ordinance.

(3) Will be consistent with the general plan for the physical development of the District, including any master plan adopted by the Commission. Any decision to grant or deny a special exception must be consistent with any recommendation in a master plan regarding the appropriateness of a special exception at a particular location. If the Planning Board or the Board's technical staff in its report on a special exception concludes that granting a particular special exception at a particular location would be inconsistent with

the land use objectives of the applicable master plan, a decision to grant the special exception must include specific findings as to master plan consistency.

There are no master plan issues associated with this application.

- (4) Will be in harmony with the general character of the neighborhood considering population density, design, scale and bulk of any proposed new structures, intensity and character of activity, traffic and parking conditions and number of similar uses. The Board or Hearing Examiner must consider whether the public facilities and services will be adequate to serve the proposed development under the Growth Policy standards in effect when the special exception application was submitted.**

With the recommended conditions, the proposed modification will be in harmony with the general character of the neighborhood and not adversely affect surrounding properties or the general neighborhood. The Hospital has been at the same location for over thirty years and has had over 30 special exception modifications. When considered individually, each modification may not be problematic, but cumulatively could strain adjacent roads and result in poor on-site circulating, an inadequate overall number of parking spaces, and inefficient layout of hospital facilities. Staff would have serious concerns over any future Hospital expansion and the potential impacts on surrounding properties if not done in conjunction with a long-range campus master plan.

- (5) Will not be detrimental to the use, peaceful enjoyment, economic value or development of surrounding properties or the general neighborhood at the subject site, irrespective of any adverse effects the use might have if established elsewhere in the zone.**

As currently proposed and with the recommended conditions, the proposed use will not be detrimental to the use, peaceful enjoyment, economic value or development of surrounding properties or the general neighborhood. However, as noted in the various parts of this report, the adequacy of access, circulation, and parking, could become a problem in the future. For years, the Hospital has been steadily expanding and has transformed into one of the largest hospital campuses in the County. In the past 40 years, over 30 major and minor special exception modifications were approved to allow expansions and renovations of various Hospital facilities. If these piecemeal modifications are allowed to continue, tremendous pressure will be placed on the infrastructure on the Hospital Campus, as well as on the immediate neighborhood.

- (6) Will cause no objectionable noise, vibrations, fumes, odors, dust, illumination, glare, or physical activity at the subject site, irrespective of any adverse effects the use might have if established elsewhere in the zone.**

The proposed physician office buildings are distanced and separated by a substantial set back. The office buildings are also well screened and buffered in the form of landscaping, existing forest, and proposed afforestation measures. Given the prevailing characteristics of the development and uses surrounding the site, it is not anticipated that the use would cause objectionable noise, vibrations, fumes,

odors, dust, illumination, glare, or physical activity at the subject site, irrespective of any adverse effects the use might have if established elsewhere in the zone

- (7) **Will not, when evaluated in conjunction with existing and approved special exceptions in any neighboring one-family residential area, increase the number, intensity, or scope of special exception uses sufficiently to affect the area adversely or alter the predominantly residential nature of the area. Special exception uses that are consistent with the recommendations of a master or sector plan do not alter the nature of an area.**

The proposed modifications will not increase the number, intensity, and scope of approved special exceptions in the area.

As noted at the beginning of this report, the application includes a request to consolidate all applicable previous special exception approvals that are directly related to improvements, additions, and expansions (see Exhibit 2 for a list of hospital special exceptions and modification compiled by the applicant). The applicant proposes to consolidate all previously approved special exceptions and modifications under the subject application C-BA-2521. The exception to this consolidation would be the two special exceptions located on the West Campus but not directly related to the Hospital in terms of their operation and use. The two special exception uses are:

- Special exception S-511- A service Organization (“Thrift Shop”) operated by Women’s Board of Montgomery General Hospital. Granted, November 11, 1976
- Special exception S-1920 and S-1921 an adult day care facility for the elderly and a group residence for 9-14 elderly persons. Granted, April 30, 1992.

Staff supports the applicant’s request to consolidate applications BA-2521, BA-2979, S-327, S-343, S-640 under CBA-2521 and CBA-2521A-J.

- (8) **Will not adversely affect the health, safety, security, morals or general welfare of residents, visitors or workers in the area at the subject site, irrespective of any adverse effects the use might have if established elsewhere in the zone.**

The proposed modification will not adversely affect the health, safety, security, morals or welfare of residents, visitors or workers in the area.

- (9) **Will be served by adequate public services and facilities, including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage and other public facilities.**

- (A) **If the special exception use requires approval of a preliminary plan of subdivision, the Planning Board must determine the adequacy of public facilities in its subdivision review. In that case, approval of a preliminary plan of subdivision must be a condition of granting the special exception.**

- (B) If the special exception does not require approval of a preliminary plan of subdivision, the Board of Appeals must determine the adequacy of public facilities when it considers the special exception application. The Board must consider whether the available public facilities and services will be adequate to serve the proposed development under the Growth Policy standards in effect when the application was submitted.**

The application is subject to preliminary plan review. The adequacy of public facilities will be determined by the Planning Board at that time.

The Transportation Planning staff has provided the following comments

Adequate Public Facilities Review

The APF review for this special exception modification request required a traffic study per the current *Local Area Transportation Review (LATR)/Policy Area Mobility Review (PAMR) Guidelines* since the proposed 120,000 square-foot physician's office buildings generated 30 or more total peak-hour trips during the typical weekday morning (6:30 – 9:30 a.m.) and evening (4:00 – 7:00 p.m.) peak periods.

The Applicant therefore submitted a LATR/PAMR traffic study (dated December 2008; Revised January 2009) and a Supplemental Transportation Analysis (dated April 17, 2009) that examined traffic-related impacts of the proposed development on nearby intersections and at the site driveway. Staff's review of the study indicated that it complied with the requirements of the *LATR/PAMR Guidelines* and the traffic study scope provided by staff (*See Exhibit 1-Transportation Planning Memorandum*)

A DOT letter dated March 5, 2009, supporting the proposed transit facility as PAMR mitigation is provided as Attachment No. 7.

Additionally, the Maryland State Highway Administration (SHA) letter dated February 24, 2009, requesting the Planning Board to require the Applicant to improve the MD 108/Old Baltimore Road intersection is provided as Attachment No. 8. We acknowledge the SHA comment, but find that provisions in the LATR/PAMR Guidelines allow the Applicant to mitigate the LATR impact at the intersection with the PAMR mitigation improvement provided for the proposed development. We therefore recommend the Planning Board to not require implementation of a physical improvement at the MD 108/Old Baltimore Road intersection by the Applicant.

- (C) With regard to public roads, the Board or the Hearing Examiner must further find that the proposed development will not reduce the safety of vehicular or pedestrian traffic**

There is no evidence that the proposed modification will reduce the safety of vehicular or pedestrian traffic. In their attached memo, Transportation Planning staff has assessed the long range conditions of the area roads, pedestrian/bikeway facilities, busways and parking based on the recommendations of the Olney Master Plan. The most significant part of this analysis has to do with the Georgia Avenue Busway.

The Georgia Avenue Busway is a master-planned two-lane, bi-directional express busway within the median of MD 97, designed to connect communities in Olney and Aspen Hill to the north with the Glenmont Metro Station to the south. The *Georgia Avenue Busway Study*, completed by M-NCPPC in 1999, recommended that the north end of the transit line in Olney be in the vicinity of Spartan Road, south of MD 108. The 2002 *Regional Bus Study* that followed, conducted by WMATA, recommended a rapid bus route that would use the busway and identified Montgomery General Hospital as a logical site for both increased transit service and a potential north terminus park-and-ride facility. In November of 2002, WMATA published a *Transit Service Expansion Plan/Georgia Avenue Busway Study* at the request of the Maryland Transit Administration (MTA). This study included preliminary site plans for five stations and park-and-ride lots. One of the possible station locations was on the Hospital's West Campus. The study noted that such a station would be within walking distance (within a quarter mile) of Olney town Center and would permit buses to be routed to/from the station from/to Georgia Avenue via Spartan Road and Prince Philip Drive, thereby avoiding congested conditions at the intersection of Georgia Avenue and MD 108.

As a result of discussions between the Applicant, Transportation planning staff, Montgomery County Department of Transportation staff, and WMATA staff, changes to this special exception were made to accommodate transit options. The Applicant was requested to provide a regional transit facility (the proposed "Olney Transit Center") to the east side of Prince Philip Drive within the hospital's parking lot to meet the short-term Georgia Avenue Busway need and satisfy APF's Policy Area Mobility Review (PAMR) mitigation requirement identified for the proposed development. The applicant agreed to provide the four-bay bus transit facility on the East side in order to be able to put their physician office buildings on the west side. Transportation staff believes the long-term needs for the Georgia Avenue Busway are still unresolved at this time. However, they stated that these needs can be sufficiently addressed in the future as long as viable long-term site accessibility and site layout options are preserved on the West Campus.

- (b) **Nothing in this Article relieves an applicant from complying with all requirements to obtain a building permit or any other approval required by law. The Board's finding of any facts regarding public facilities does not bind any other agency or department, which approves or licenses the project.**

No finding is required.

- (c) **The applicant for a special exception has the burden of proof to show that the proposed use satisfies all applicable general and specific standards under this Article. This burden includes the burden of going forward with the evidence, and the burden of persuasion on all questions of fact.**

The applicant has met the burden of proof under Sections 59-G-2.31: Hospitals (specific requirements) and 59-G-21(a): General Conditions.

XIV. STANDARD AND REQUIREMENTS § 59-G-2

SPECIFIC SPECIAL EXCEPTION REQUIREMENTS:

Pursuant to § 59-G-2.31 A hospital or sanitarium building may be allowed, upon a finding by the board that such use will not constitute a nuisance because of traffic, noise or number of patients or persons being cared for; that such use will not affect adversely the present character or future development of the surrounding residential community; and if the lot, parcel or tract of land on which the buildings to be used by such institution are located conforms to the following minimum requirements; except, that in the C-2 and C-O zones, the minimum area and frontage requirements shall not apply:

- (1) **Minimum area: Total area, 5 acres.**

The site comprises approximately 46.46 acres of land

- (2) **Minimum frontage: Frontage, 200 feet.**

The proposal complies with this requirement. The property has 1,335 feet of frontage along Prince Philip Drive.

- (3) **Setback: No portion of a building shall be nearer to the lot line than a distance equal to the height of that portion of the building, where the adjoining or nearest adjacent land is zoned single-family detached residential or is used solely for single-family detached residences, and in all other cases not less than 50 feet from a lot line.**

The proposal satisfies with this requirement. The applicant's site plan shows a minimum of 50 feet setback from the eastern lot line.

- (4) **Off-street parking: Off-street parking shall be located so as to achieve a maximum of coordination between the proposed development and the surrounding uses and a maximum of safety, convenience and amenity for the residents of neighboring areas. Parking shall be limited to a minimum in the front yard. Subject to prior board approval, a hospital may charge a reasonable fee for the use of off-street parking. Green area shall be located so as to maximize landscaping features, screening for the residents of neighboring areas and to achieve a general effect of openness.**

The special exception plan provides for 499 Parking spaces (including 9 accessible and van accessible spaces), and 20 Motor bicycle spaces. The proposed parking spaces are 101 spaces less than the 600 required total spaces. In conjunction with

the special exception modification application, the applicant has requested a waiver of 101 spaces. Staff supports the waiver (see section XV, page 24).

- (5) **Commission recommendation: The board or the applicant shall request a recommendation from the commission with respect to a site plan, submitted by the applicant, achieving and conforming to the objectives and requirements of this subsection for off-street parking and green area.**

The applicant did not submit a site plan nor is a site plan required in this case.

- (6) **Building height limit: Building height limit, 145 feet.**

The building height for the proposed modification is well within the 145 feet maximum height. The development standard table shows a maximum height of 55 feet and the applicant's land use report puts the maximum height at 60 feet. In the interest of clarity, the conflict between the two numbers must be clarified.

- (7) **Prerequisite. A resolution by the health services planning board approving the establishment of the hospital shall be filed with the petition for a special exception.**

Not applicable

XV. SECTION 59-E-4.5 WAIVER-PARKING STANDARDS

Pursuant to Section 59-E-3.7 the Parking requirements Office, professional, non—residential Uses: Five parking spaces for each 1,000 square feet of gross floor area used by medical practitioners and 2.5 parking spaces for each 1,000 square feet of gross floor area used by all other professionals. The gross floor area calculation shall exclude storage area, and the attic and cellar areas of the building if not occupied by professional personnel.

Section 59-E-4.5 the Zoning Ordinance provides that [t]he Director, Planning Board, or Board of Appeals may waive any requirement in this article not necessary to accomplish the objectives in Section 59-E-4.2 and in conjunction with reductions may adopt reasonable requirements above the minimum standards. Any request for a waiver under this Section must be referred to all adjoining property owners and affected citizen associations for comment before a decision on the requested waiver.

The applicant's waiver request and justification contains an argument against the required number of parking spaces and a justification for the requested waiver. The applicant statement does not address the four objectives in Section 59-E-4.2 and the provisions of Section 59-E-4.3.

Section 59-E-4.2: Objectives of Parking Facility Plan

A parking facility plan shall accomplish the following objectives:

- (a) **The protection of the health, safety and welfare of those who use any adjoining land or public road that abuts a parking facility. Such protection shall include, but not be limited to, the reasonable control of noise, glare or reflection from automobiles,**

- automobile lights, parking lot lighting and automobile fumes by use of perimeter landscaping, planting, walls, fences or other natural features or improvements.
- (b) **The safety of pedestrians and motorists within a parking facility.**
 - (c) **The optimum safe circulation of traffic within the parking facility and the proper location of entrances and exits to public roads so as to reduce or prevent traffic congestion.**
 - (d) **The provision of appropriate lighting, if the parking is to be used after dark.**

The proposed parking facility is substantially distanced from adjoining residential properties. With the recommended conditions, the proposed plan offers adequate protection to the health, safety and welfare of those who use the parking facility and does not adversely affect any adjoining land or public road that abuts the parking facility. With regard to lighting, staff found the lighting plan adequately and efficiently covers the main vehicular access to the site, as well as the parking and loading areas, in order to create a safe vehicular and pedestrian environment.

Section 59-E-4.3: Requirements of Parking Facility Plan

Section 59-E-4.3 of the Zoning Ordinance lists five provisions that must be satisfied in order to accomplish the Parking Facility Plan objectives of **Section 59-E-4.2**.

- (a) **Effective landscaping of parking lots contiguous to or adjacent to any public road shall be provided in accordance with the landscaping requirements of section 59-E-2.7.**
- (b) **Safe sight distances free of any obstruction shall be provided at all entrances and exits to public roads. Ample safe sight distances clear of any building or other artificial or natural obstructions shall be provided at the corner of intersecting public roads.**
- (c) **Effective channelization and division of parking areas within the interior of a parking facility shall be provided for both pedestrian and vehicular traffic. This may be accomplished by use of landscaped areas with trees, walls, fences, other natural growths or artificial features, raised curbs, marked directional lanes and controls, change of grade or other devices to mark points of turn, to separate parking areas and to control traffic movement.**
- (d) **Parking facilities containing 500 or more parking spaces shall be divided into several smaller parking areas and shall be separated from each other by landscaping, change of grades, buildings or other natural or artificial means.**
- (e) **Each parking facility shall be designed individually with reference to the size, street pattern, adjacent properties, buildings and other improvements in the general neighborhood, number of cars to be accommodated, hours of operation and kinds of use.**

As previously discussed, staff has identified long-term concerns and issues regarding the overall internal circulation and access. The general consensus is that specific to this application, the minimum requirements are met and that with the proposed conditions of approval, the Hospital can function adequately in terms of parking, on site circulation, and access.

The applicant's parking waiver request argues against requiring five spaces per thousand square feet for the Physicians Office Buildings and provides their justification for the requested waiver.

The applicant, in their memorandum of April 17, 2009, argues that there is not a clearly established standard for parking with respect to “physicians office buildings” and that, based on the experience of their development partner who manages several hundred thousand square feet of similar physician office space with the DC area, that four spaces per practitioner (or, in their case, four spaces for 120 practitioners or 480 spaces) will be more than sufficient. However, staff disagrees with the applicant’s contention that the 5sp/1000 requirement is excessive, and again points out that the rate of “5 spaces per 1,000 square feet of gross floor area” is a requirement that is clearly stated in the regulation and one that is employed in various cases as a typical standard. In addition to requiring the recently approved Washington Adventist Hospital to provide 5sp/1000 for the physicians’ office buildings, the standard was also applied to the Suburban Hospital case (S-274-D), currently in Public Hearing, and to the Wildwood Medical Center (G-851). In all three cases the uses were clearly identified as either medical office buildings or physician offices.

As justification for the requested waiver, the applicant has provided the following rationale:

- A Transit Center to be used by WMATA and County Ride-On buses will be located adjacent to the Hospital’s East Campus surface parking area and within close proximity to the two physician office buildings proposed for the West Campus. The Hospital’s special exception site plan incorporates sidewalk improvements along Prince Philip Drive as well as internal pedestrian paths that will facilitate convenient access to/from the Transit Center. As such, Petitioner expects that the convenient location and accessibility of the Transit Center will encourage its utilization by a large contingent of POB employees and hospital staff as well as patients/visitors, negating the need to provide additional surface parking at a higher parking rate.
- The Hospital’s long-range development plans for the West Campus includes a future multi-level parking structure that will more than adequately accommodate the parking needs of the site at a potentially higher parking rate, but which would result in less environmental impact and impervious area than additional surface parking.

With regard to the proposed transit center that is to be located on the East Campus, there is no indication that construction of that facility will take place in the near future or that it will be built at all. Staff agrees that if the hospital does become a transit node it should reduce the number of automobile trips to and from the site, but it should also be noted that the existing parking facility on the Main Campus is already over capacity. A miscalculation when the last modification was reviewed put the required number of parking spaces at less than what is needed by 56 spaces (1,181 parking spaces rather than the required 1,237 parking spaces).

However, the long range development plan for the west campus that the applicant cites may provide a better solution in eliminating any deficiency in the number of parking spaces. With innovative land design, the West Campus has the potential to accommodate a multi-level, structured parking facility to serve the parking needs of the two physician office buildings as well as other hospital facilities that would be added in the future.

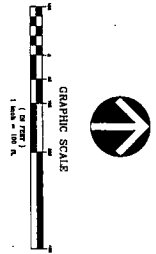
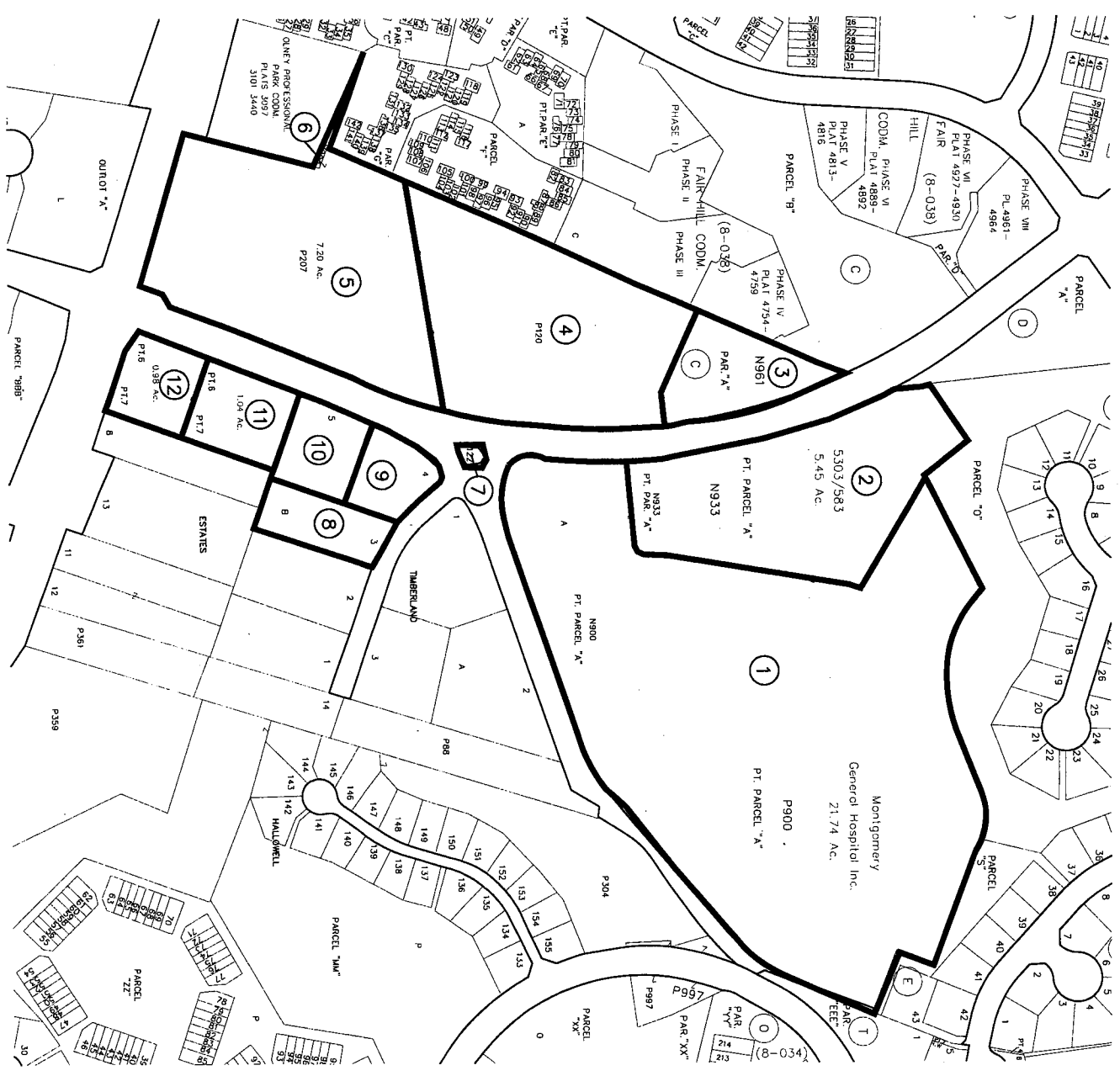
Staff supports the applicant’s request for the waiver. Staff also reiterates the call for a comprehensive campus plan and a restriction on any future piecemeal development on the

Hospital Campus until such a plan identifying short and long range development objectives is prepared.

XVI. CONCLUSION

Based on the forgoing analysis staff recommends approval of Special Exception Application CBA-2521-J, with the conditions found at the beginning of the this staff report.

CBA-2521-J/ Staff Report/ET/ 5/19/09



PROPERTY TABULATION

IDENTIFICATION NO.	TAX ACCOUNT NO.	PARCEL/LOT	STREET ADDRESS	ACREAGE
1	08-00715955	N900	EAST CAMPUS EAST OF PRINCE PHILIP DRIVE NORTH OF BROOK FARM DRIVE 18101 PRINCE PHILIP DRIVE, QUINCY	21.74
2	08-02787798	N833	18111 PRINCE PHILIP DRIVE, QUINCY	5.45
TOTAL EAST CAMPUS				27.19
WEST CAMPUS				
3	08-0303894	N867	WEST CAMPUS WEST OF PRINCE PHILIP DRIVE NORTH OF MD ROUTE 109 18110 PRINCE PHILIP DRIVE, QUINCY	1.51
4	08-00715131	P-120	2807 QUINCY SANDY SPRING ROAD, QUINCY	6.03
5	08-00715118	P-207	2805 QUINCY SANDY SPRING ROAD, QUINCY	7.05
6	08-00715120	P-209	QUINCY SANDY SPRING ROAD, QUINCY	0.02
TOTAL WEST CAMPUS				14.61
MISCELLANEOUS PARCELS				
7	08-00715107	N-122	BROOK FARM DRIVE, QUINCY	0.06
8	08-00714230	LOT 3, BLOCK 8	2808 WALK TIMBERS ROAD, QUINCY	0.92
9	08-00707832	LOT 4, BLOCK 8	17913 PRINCE PHILIP DRIVE, QUINCY	0.78
10	08-00708215	LOT 5, BLOCK 8	17909 PRINCE PHILIP DRIVE, QUINCY	0.90
11	08-00701516	LOT 6 & 7, PART 7	17905 PRINCE PHILIP DRIVE, QUINCY	1.04
12	08-00719890	LOT 6 & 7, PART 7	17901 PRINCE PHILIP DRIVE, QUINCY	0.98
TOTAL MISCELLANEOUS ACREAGE				4.65
TOTAL HOSPITAL CAMPUS ACREAGE				46.46

*ALSO SUBJECT TO SPECIAL EXCEPTIONS FOR A DAY CARE FACILITY FOR SENIOR ADULTS AND A LARGE GROUP HOME, KNOWN AS WINTER GROWTH.
 **ALSO SUBJECT TO A SPECIAL EXCEPTION FOR A SERVICE ORGANIZATION (THRIFT SHOP).

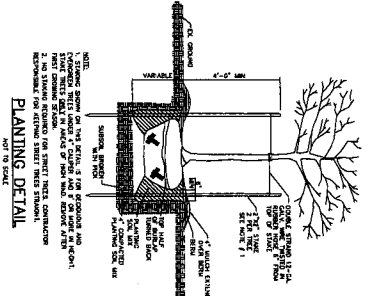
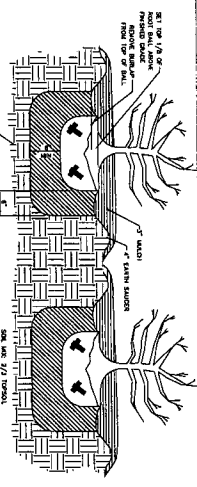
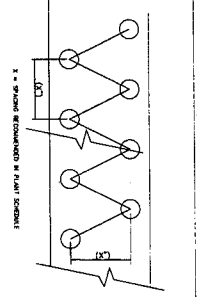
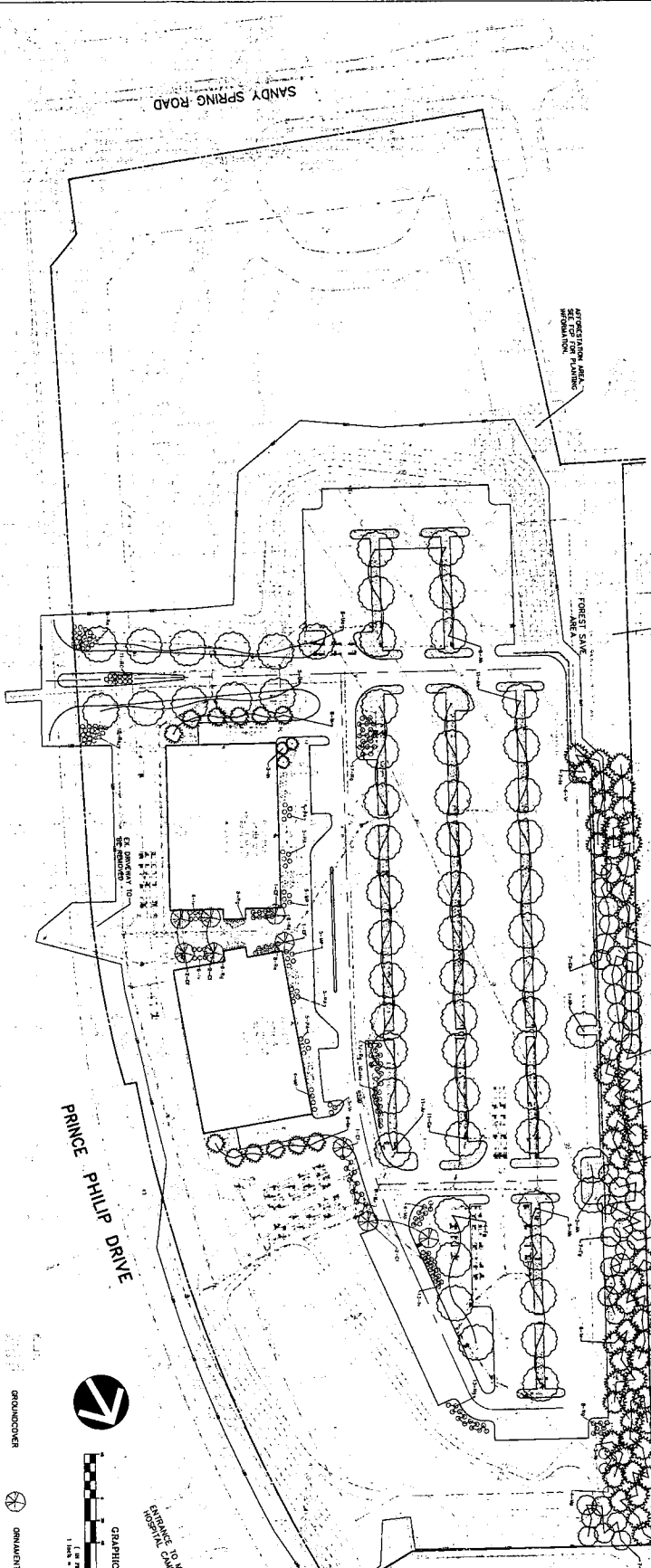
DATE PLOTTED	02/08/2008
SCALE	1"=100'
PROJECT/FILE NO.	1479
SHEET NO.	1

CONSOLIDATION PLAN

**MONTGOMERY GENERAL HOSPITAL
POB 3 & 4**

VIA
 VISIONS
 20251 CENTURY BOULEVARD, SUITE 400 • CRYSPALTON, MD 20747
 (301) 581-1100 • FAX (301) 581-1101
 WWW.VIAVISIONS.COM

QTY	PLANTING NAME	COMMON NAME	SIZE	DEPTH TAIL	REMARKS
1	1" x 1" x 1" x 1"	SPRING BLOSSOM	1 1/2" - 2" DIA.	18"	
2	2" x 2" x 2" x 2"	SPRING BLOSSOM	2 1/2" - 3" DIA.	24"	
3	3" x 3" x 3" x 3"	SPRING BLOSSOM	3 1/2" - 4" DIA.	30"	
4	4" x 4" x 4" x 4"	SPRING BLOSSOM	4 1/2" - 5" DIA.	36"	
5	5" x 5" x 5" x 5"	SPRING BLOSSOM	5 1/2" - 6" DIA.	42"	
6	6" x 6" x 6" x 6"	SPRING BLOSSOM	6 1/2" - 7" DIA.	48"	
7	7" x 7" x 7" x 7"	SPRING BLOSSOM	7 1/2" - 8" DIA.	54"	
8	8" x 8" x 8" x 8"	SPRING BLOSSOM	8 1/2" - 9" DIA.	60"	
9	9" x 9" x 9" x 9"	SPRING BLOSSOM	9 1/2" - 10" DIA.	66"	
10	10" x 10" x 10" x 10"	SPRING BLOSSOM	10 1/2" - 11" DIA.	72"	
11	11" x 11" x 11" x 11"	SPRING BLOSSOM	11 1/2" - 12" DIA.	78"	
12	12" x 12" x 12" x 12"	SPRING BLOSSOM	12 1/2" - 13" DIA.	84"	
13	13" x 13" x 13" x 13"	SPRING BLOSSOM	13 1/2" - 14" DIA.	90"	
14	14" x 14" x 14" x 14"	SPRING BLOSSOM	14 1/2" - 15" DIA.	96"	
15	15" x 15" x 15" x 15"	SPRING BLOSSOM	15 1/2" - 16" DIA.	102"	
16	16" x 16" x 16" x 16"	SPRING BLOSSOM	16 1/2" - 17" DIA.	108"	
17	17" x 17" x 17" x 17"	SPRING BLOSSOM	17 1/2" - 18" DIA.	114"	
18	18" x 18" x 18" x 18"	SPRING BLOSSOM	18 1/2" - 19" DIA.	120"	
19	19" x 19" x 19" x 19"	SPRING BLOSSOM	19 1/2" - 20" DIA.	126"	
20	20" x 20" x 20" x 20"	SPRING BLOSSOM	20 1/2" - 21" DIA.	132"	
21	21" x 21" x 21" x 21"	SPRING BLOSSOM	21 1/2" - 22" DIA.	138"	
22	22" x 22" x 22" x 22"	SPRING BLOSSOM	22 1/2" - 23" DIA.	144"	
23	23" x 23" x 23" x 23"	SPRING BLOSSOM	23 1/2" - 24" DIA.	150"	
24	24" x 24" x 24" x 24"	SPRING BLOSSOM	24 1/2" - 25" DIA.	156"	
25	25" x 25" x 25" x 25"	SPRING BLOSSOM	25 1/2" - 26" DIA.	162"	
26	26" x 26" x 26" x 26"	SPRING BLOSSOM	26 1/2" - 27" DIA.	168"	
27	27" x 27" x 27" x 27"	SPRING BLOSSOM	27 1/2" - 28" DIA.	174"	
28	28" x 28" x 28" x 28"	SPRING BLOSSOM	28 1/2" - 29" DIA.	180"	
29	29" x 29" x 29" x 29"	SPRING BLOSSOM	29 1/2" - 30" DIA.	186"	
30	30" x 30" x 30" x 30"	SPRING BLOSSOM	30 1/2" - 31" DIA.	192"	
31	31" x 31" x 31" x 31"	SPRING BLOSSOM	31 1/2" - 32" DIA.	198"	
32	32" x 32" x 32" x 32"	SPRING BLOSSOM	32 1/2" - 33" DIA.	204"	
33	33" x 33" x 33" x 33"	SPRING BLOSSOM	33 1/2" - 34" DIA.	210"	
34	34" x 34" x 34" x 34"	SPRING BLOSSOM	34 1/2" - 35" DIA.	216"	
35	35" x 35" x 35" x 35"	SPRING BLOSSOM	35 1/2" - 36" DIA.	222"	
36	36" x 36" x 36" x 36"	SPRING BLOSSOM	36 1/2" - 37" DIA.	228"	
37	37" x 37" x 37" x 37"	SPRING BLOSSOM	37 1/2" - 38" DIA.	234"	
38	38" x 38" x 38" x 38"	SPRING BLOSSOM	38 1/2" - 39" DIA.	240"	
39	39" x 39" x 39" x 39"	SPRING BLOSSOM	39 1/2" - 40" DIA.	246"	
40	40" x 40" x 40" x 40"	SPRING BLOSSOM	40 1/2" - 41" DIA.	252"	
41	41" x 41" x 41" x 41"	SPRING BLOSSOM	41 1/2" - 42" DIA.	258"	
42	42" x 42" x 42" x 42"	SPRING BLOSSOM	42 1/2" - 43" DIA.	264"	
43	43" x 43" x 43" x 43"	SPRING BLOSSOM	43 1/2" - 44" DIA.	270"	
44	44" x 44" x 44" x 44"	SPRING BLOSSOM	44 1/2" - 45" DIA.	276"	
45	45" x 45" x 45" x 45"	SPRING BLOSSOM	45 1/2" - 46" DIA.	282"	
46	46" x 46" x 46" x 46"	SPRING BLOSSOM	46 1/2" - 47" DIA.	288"	
47	47" x 47" x 47" x 47"	SPRING BLOSSOM	47 1/2" - 48" DIA.	294"	
48	48" x 48" x 48" x 48"	SPRING BLOSSOM	48 1/2" - 49" DIA.	300"	
49	49" x 49" x 49" x 49"	SPRING BLOSSOM	49 1/2" - 50" DIA.	306"	
50	50" x 50" x 50" x 50"	SPRING BLOSSOM	50 1/2" - 51" DIA.	312"	
51	51" x 51" x 51" x 51"	SPRING BLOSSOM	51 1/2" - 52" DIA.	318"	
52	52" x 52" x 52" x 52"	SPRING BLOSSOM	52 1/2" - 53" DIA.	324"	
53	53" x 53" x 53" x 53"	SPRING BLOSSOM	53 1/2" - 54" DIA.	330"	
54	54" x 54" x 54" x 54"	SPRING BLOSSOM	54 1/2" - 55" DIA.	336"	
55	55" x 55" x 55" x 55"	SPRING BLOSSOM	55 1/2" - 56" DIA.	342"	
56	56" x 56" x 56" x 56"	SPRING BLOSSOM	56 1/2" - 57" DIA.	348"	
57	57" x 57" x 57" x 57"	SPRING BLOSSOM	57 1/2" - 58" DIA.	354"	
58	58" x 58" x 58" x 58"	SPRING BLOSSOM	58 1/2" - 59" DIA.	360"	
59	59" x 59" x 59" x 59"	SPRING BLOSSOM	59 1/2" - 60" DIA.	366"	
60	60" x 60" x 60" x 60"	SPRING BLOSSOM	60 1/2" - 61" DIA.	372"	
61	61" x 61" x 61" x 61"	SPRING BLOSSOM	61 1/2" - 62" DIA.	378"	
62	62" x 62" x 62" x 62"	SPRING BLOSSOM	62 1/2" - 63" DIA.	384"	
63	63" x 63" x 63" x 63"	SPRING BLOSSOM	63 1/2" - 64" DIA.	390"	
64	64" x 64" x 64" x 64"	SPRING BLOSSOM	64 1/2" - 65" DIA.	396"	
65	65" x 65" x 65" x 65"	SPRING BLOSSOM	65 1/2" - 66" DIA.	402"	
66	66" x 66" x 66" x 66"	SPRING BLOSSOM	66 1/2" - 67" DIA.	408"	
67	67" x 67" x 67" x 67"	SPRING BLOSSOM	67 1/2" - 68" DIA.	414"	
68	68" x 68" x 68" x 68"	SPRING BLOSSOM	68 1/2" - 69" DIA.	420"	
69	69" x 69" x 69" x 69"	SPRING BLOSSOM	69 1/2" - 70" DIA.	426"	
70	70" x 70" x 70" x 70"	SPRING BLOSSOM	70 1/2" - 71" DIA.	432"	
71	71" x 71" x 71" x 71"	SPRING BLOSSOM	71 1/2" - 72" DIA.	438"	
72	72" x 72" x 72" x 72"	SPRING BLOSSOM	72 1/2" - 73" DIA.	444"	
73	73" x 73" x 73" x 73"	SPRING BLOSSOM	73 1/2" - 74" DIA.	450"	
74	74" x 74" x 74" x 74"	SPRING BLOSSOM	74 1/2" - 75" DIA.	456"	
75	75" x 75" x 75" x 75"	SPRING BLOSSOM	75 1/2" - 76" DIA.	462"	
76	76" x 76" x 76" x 76"	SPRING BLOSSOM	76 1/2" - 77" DIA.	468"	
77	77" x 77" x 77" x 77"	SPRING BLOSSOM	77 1/2" - 78" DIA.	474"	
78	78" x 78" x 78" x 78"	SPRING BLOSSOM	78 1/2" - 79" DIA.	480"	
79	79" x 79" x 79" x 79"	SPRING BLOSSOM	79 1/2" - 80" DIA.	486"	
80	80" x 80" x 80" x 80"	SPRING BLOSSOM	80 1/2" - 81" DIA.	492"	
81	81" x 81" x 81" x 81"	SPRING BLOSSOM	81 1/2" - 82" DIA.	498"	
82	82" x 82" x 82" x 82"	SPRING BLOSSOM	82 1/2" - 83" DIA.	504"	
83	83" x 83" x 83" x 83"	SPRING BLOSSOM	83 1/2" - 84" DIA.	510"	
84	84" x 84" x 84" x 84"	SPRING BLOSSOM	84 1/2" - 85" DIA.	516"	
85	85" x 85" x 85" x 85"	SPRING BLOSSOM	85 1/2" - 86" DIA.	522"	
86	86" x 86" x 86" x 86"	SPRING BLOSSOM	86 1/2" - 87" DIA.	528"	
87	87" x 87" x 87" x 87"	SPRING BLOSSOM	87 1/2" - 88" DIA.	534"	
88	88" x 88" x 88" x 88"	SPRING BLOSSOM	88 1/2" - 89" DIA.	540"	
89	89" x 89" x 89" x 89"	SPRING BLOSSOM	89 1/2" - 90" DIA.	546"	
90	90" x 90" x 90" x 90"	SPRING BLOSSOM	90 1/2" - 91" DIA.	552"	
91	91" x 91" x 91" x 91"	SPRING BLOSSOM	91 1/2" - 92" DIA.	558"	
92	92" x 92" x 92" x 92"	SPRING BLOSSOM	92 1/2" - 93" DIA.	564"	
93	93" x 93" x 93" x 93"	SPRING BLOSSOM	93 1/2" - 94" DIA.	570"	
94	94" x 94" x 94" x 94"	SPRING BLOSSOM	94 1/2" - 95" DIA.	576"	
95	95" x 95" x 95" x 95"	SPRING BLOSSOM	95 1/2" - 96" DIA.	582"	
96	96" x 96" x 96" x 96"	SPRING BLOSSOM	96 1/2" - 97" DIA.	588"	
97	97" x 97" x 97" x 97"	SPRING BLOSSOM	97 1/2" - 98" DIA.	594"	
98	98" x 98" x 98" x 98"	SPRING BLOSSOM	98 1/2" - 99" DIA.	600"	
99	99" x 99" x 99" x 99"	SPRING BLOSSOM	99 1/2" - 100" DIA.	606"	
100	100" x 100" x 100" x 100"	SPRING BLOSSOM	100 1/2" - 101" DIA.	612"	



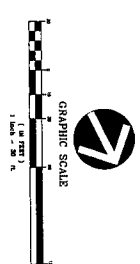
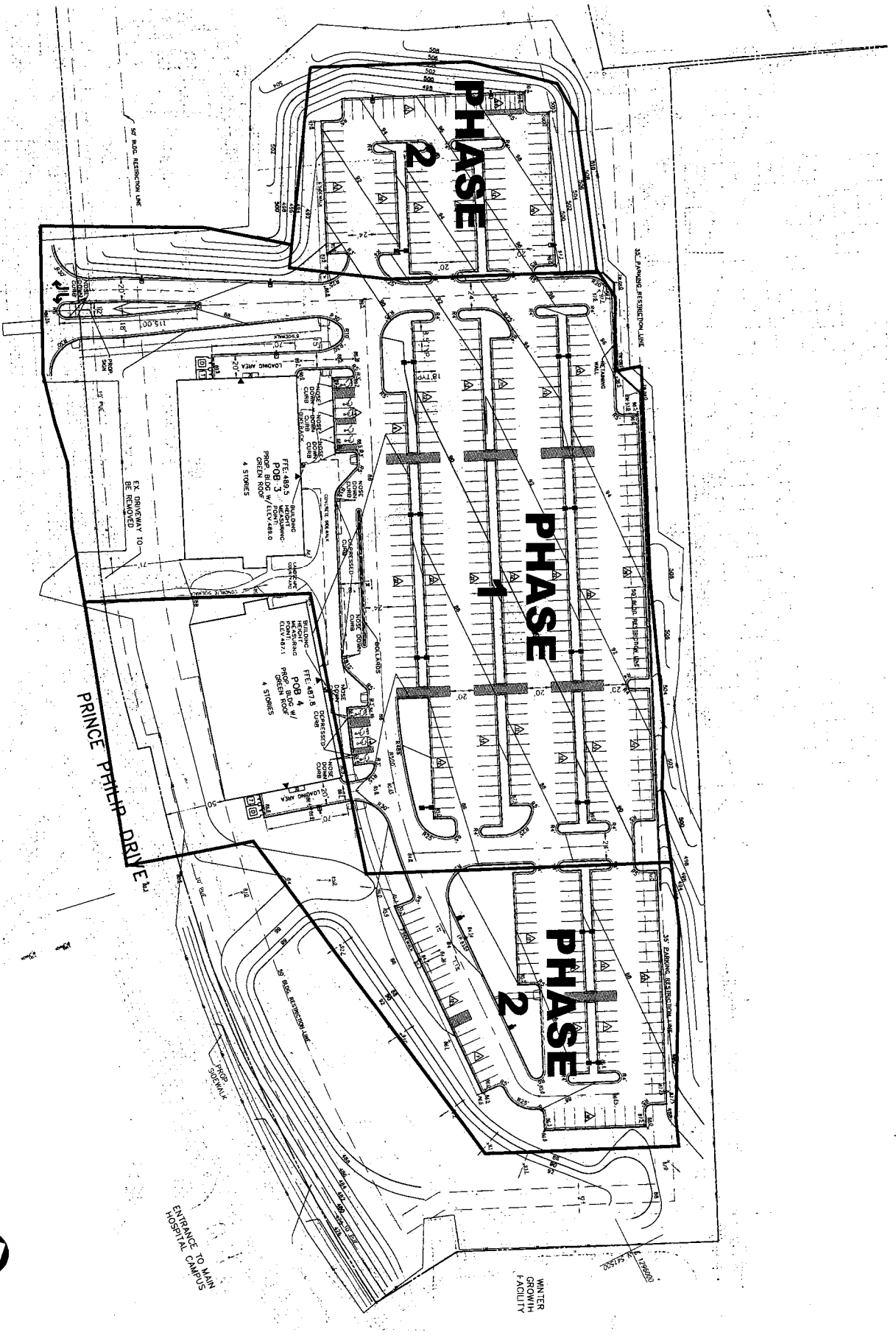
- ORNAMENTAL TREE
- DECIDUOUS & EVERGREEN SHRUB
- SHRUB
- AFForestation AREA
- EVERGREEN TREE
- GROUNDCOVER
- PERENNIALS
- SHADE TREE



LANDSCAPE PLAN
MONTGOMERY GENERAL HOSPITAL
LANDSCAPE ARCHITECT
1 OF 1

OVERALL-PLANTING PLAN

MONTGOMERY GENERAL HOSPITAL
POB 3 & 4

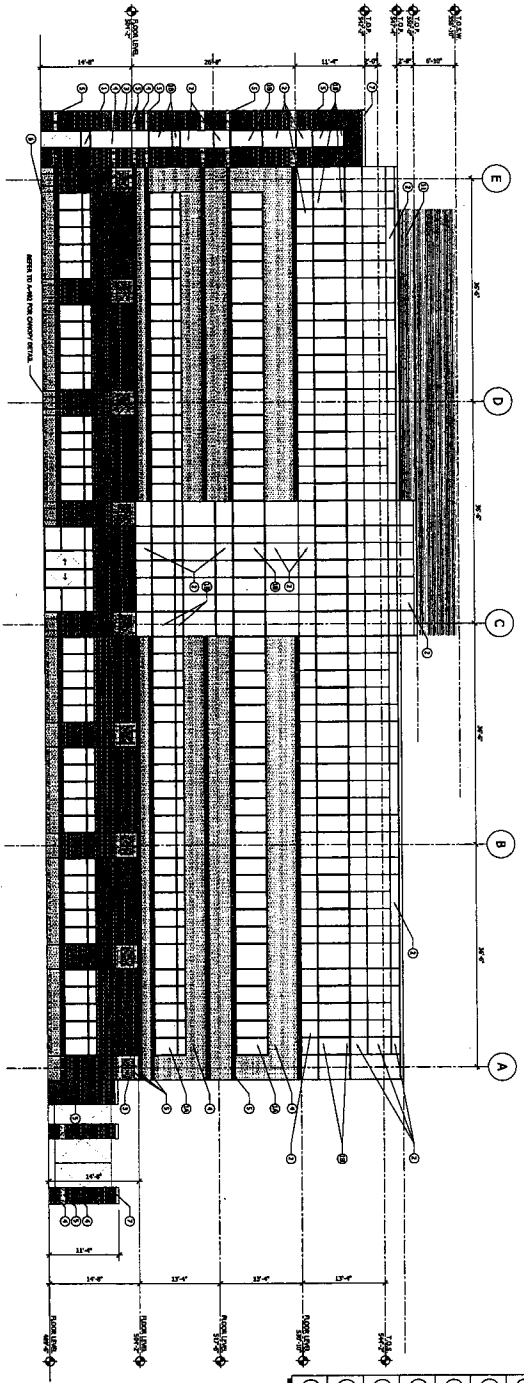


PHASING EXHIBIT

MONTGOMERY GENERAL HOSPITAL
WEST CAMPUS BUILDINGS 1 & 2

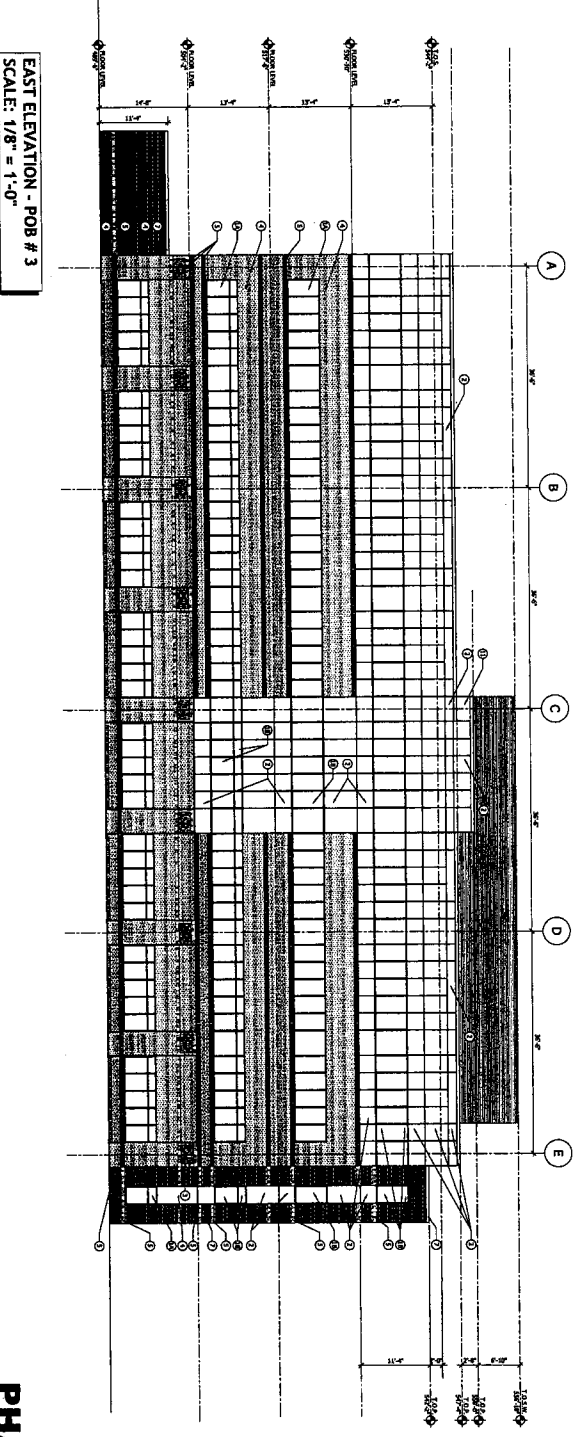
VIVA
 ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ GPS SERVICES
 VIVA ASSOCIATES
 2051 CENTURY BOULEVARD, SUITE 400 ■ COLUMBIANA, MD 20746
 (301) 984-4100 ■ FAX (301) 984-2242
 COLUMBIANA, MD ■ WILKIN, VA

DATE:	FEB. 2009
DESIGNER:	MD
SCALE:	1" = 30'
PROJECT/DATE:	MD
SHEET NO.:	1 OF 1



ELEVATION MATERIALS KEY:

1	WINDUP SYSTEM (SEE DETAIL 01 - TYPICAL CLADDING)	7	FINISHED CONCRETE CURB
2	TERMINAL WINDOW SYSTEM (SEE DETAIL 02A-B)	8	FINISHED TYPICAL STEEL TO MATCH CURB
3	TERMINAL WINDOW SYSTEM (SEE DETAIL 02A-B)	9	TERMINAL WINDOW SYSTEM (SEE DETAIL 02A-B)
4	TERMINAL WINDOW SYSTEM (SEE DETAIL 02A-B)	10	CLADDING WITH GLASS SPERT
5	FINISHED CONCRETE VENTILATION	11	FINISH TO LAND FINISH DETAIL
6	FINISH BRICK	12	FINISH TO LAND FINISH DETAIL
13	FINISH TO LAND FINISH DETAIL	14	FINISH TO LAND FINISH DETAIL
14	FINISH TO LAND FINISH DETAIL	15	FINISH TO LAND FINISH DETAIL

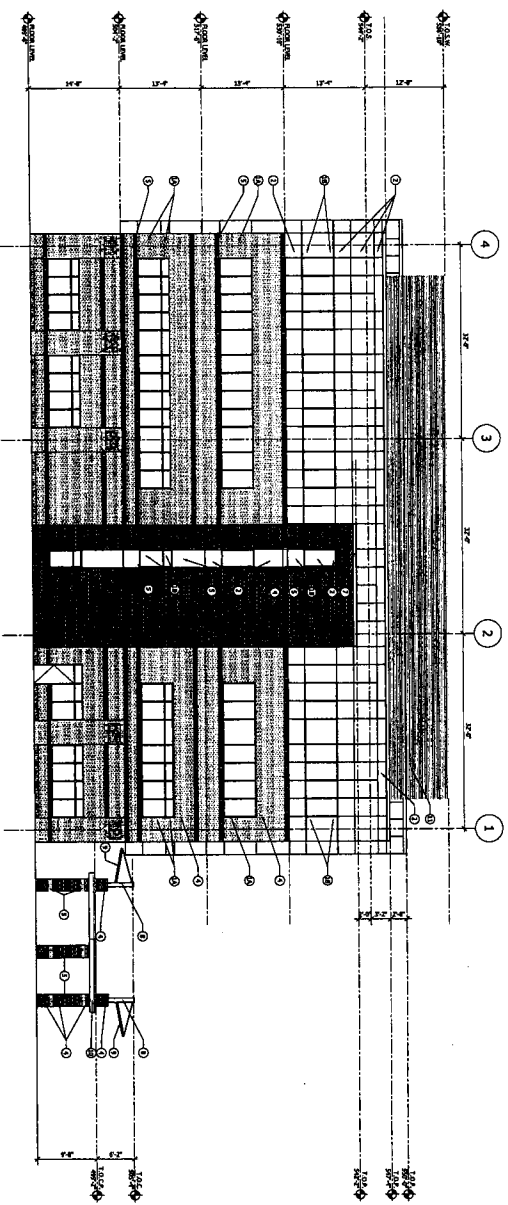


Montgomery
General Hospital
Master Health

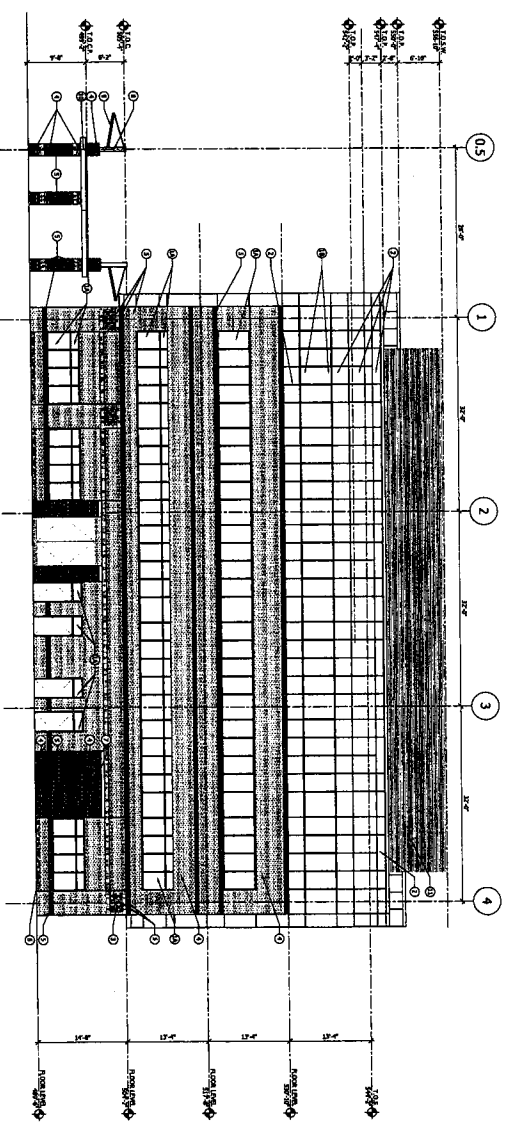
EXTERIOR ELEVATIONS
17 APRIL 2009

**MONTGOMERY GENERAL HOSPITAL
WEST CAMPUS POB 3 & 4 SPEX**

PHASE 1 A-400
DIGIORGIO ASSOCIATES
INC.



NORTH ELEVATION - POB # 3
SCALE: 1/8" = 1'-0"



SOUTH ELEVATION - POB # 3
SCALE: 1/8" = 1'-0"

ELEVATION MATERIALS KEY:

1	WINDOW SYSTEM
2	FRONT ENTRY CANOPY CO. TRANSFER RAMMING
3	PERFORATED ALUMINUM SCREEN
4	CENTRAL DOWNWALL
5	FIELD BRICK
6	PERFORATED CONCRETE MASONRY
7	PERFORATED CONCRETE MASONRY
8	PERFORATED CONCRETE MASONRY
9	PERFORATED CONCRETE MASONRY
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96	PERFORATED CONCRETE MASONRY
97	PERFORATED CONCRETE MASONRY
98	PERFORATED CONCRETE MASONRY
99	PERFORATED CONCRETE MASONRY
100	PERFORATED CONCRETE MASONRY

Montgomery
General Hospital
MedStar Health

EXTERIOR ELEVATIONS
17 APRIL 2009

MONTGOMERY GENERAL HOSPITAL
WEST CAMPUS POB 3 & 4 SPEX

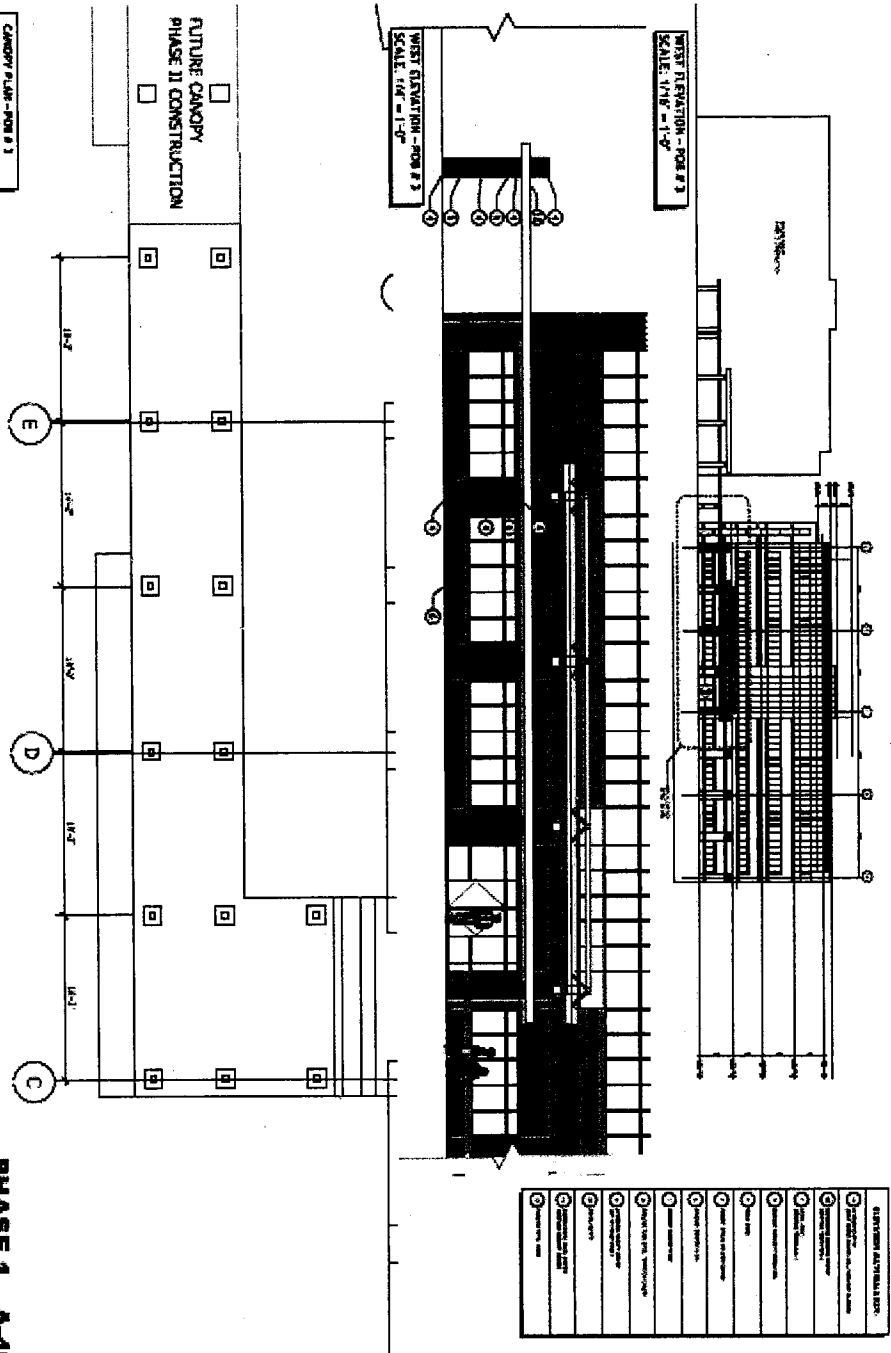


PHASE 1 A-401
DIGIORGIO
ASSOCIATES
INC.

WEST ELEVATION - POB # 3
SCALE: 1/8" = 1'-0"

WEST ELEVATION - POB # 3
SCALE: 1/8" = 1'-0"

CANOPY PLAN - POB # 1
SCALE: 1/8" = 1'-0"



EXISTING MATERIALS:	
1	Existing Concrete
2	Existing Steel
3	Existing Masonry
4	Existing Glass
5	Existing Wood
6	Existing Paint
7	Existing Finish
8	Existing Foundation
9	Existing Structure
10	Existing Site

EXTENSION CANOPY
17 APRIL 2008
Central Hospital
Montgomery, AL

**MONTGOMERY GENERAL HOSPITAL
WEST CAMPUS POB 3 & 4 SPEX**

PHASE 1 A-402
DISCOVERED ASSOCIATES
INC.

ATTACHMENTS



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB
Item #
June 4, 2009

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Mark Pfefferle, Acting Chief, Environmental Planning Division *MP*
Stephen D. Federline, Master Planner, Environmental Planning Division *SD*

FROM: Lori Shirley, Planner Coordinator, Environmental Planning Division *LS*

DATE: May 7, 2009

REVIEW: Preliminary Forest Conservation Plan No. CBA-2521-J

TYPE: Special Exception Modification CBA-2521-J Montgomery General Hospital

LOCATION: MD Rte. 108 at Prince Philip Drive, Olney

APPLICANT: Montgomery General Hospital, Inc.

RECOMMENDATION

Staff recommends **approval** of the preliminary forest conservation plan subject to conditions:

1. Applicant to submit a revised preliminary forest conservation plan showing all existing forest as cleared on the worksheet.
2. Submission of a final forest conservation plan consistent with Section 109.B. of the forest conservation regulations at time of preliminary plan.
3. All retained trees stands and planted landscape areas that apply towards meeting forest conservation plan requirements must be protected by a category II conservation easement.

Background

A full background description is included in the CBA-2521-J special exception modification staff report dated May 7, 2009. The west campus addition to this special exception contains no environmental buffers, floodplains, wetlands, or sensitive resources but does include 0.4 acres of isolated and upland forest. Portions of the northernmost and southernmost portions of the site are within the Patuxent Primary Management Area (PMA), and subject to compliance with the directives of Chapter VII of the Environmental Guidelines within those PMA areas.

APPENDIX 1

The modification to the special exception includes a preliminary forest conservation plan (PFCP) as a regulatory item requiring action by the Planning Board. The Planning Board's action on the PFCP is regulatory and binding. The Board must act on the PFCP before it finalizes a recommendation on the CBA-2521-J modification proposal.

Forest Conservation

The site is subject to Chapter 22A Montgomery County Forest Conservation Law. A Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) was approved on November 14, 2007 in #420070480. There are 0.4 acres of forest on-site and 11 specimen and 7 significant-sized trees. A total of 0.4 acres of forest and 15 of the 18 significant and specimen trees are proposed to be retained based on the plan's proposed limits of disturbance (LOD). Two significant trees and one specimen tree are proposed to be removed due to their current condition and proximity inside the proposed LOD.

The applicant's plan shows a proposed Category 1 conservation easement along the site's west property line where the existing forest is located. Staff does not support a category I easement in this area. The applicant's NRI/FSD identifies this forest as moderate priority for retention and documents invasives materials throughout. The forest is not within an environmentally sensitive area and would require regular maintenance to enhance its function as a buffer between the different land uses. Therefore, Environmental Planning requests this forest be counted as cleared for forest conservation purposes, but retained and enhanced as a buffer. The forest therefore, must be protected by a category II conservation easement and not a category I easement. As a result of staff's requested change to the forest conservation plan, the applicant must submit a revised preliminary forest conservation plan to identify the planting requirements.

The applicant will meet all afforestation requirements of the forest conservation plan through the planting of landscape trees. The revised preliminary forest conservation plan will indicate the reforestation requirements and how those requirements will be met. Under Section 108.G. of the forest conservation regulation no more than 20 percent of the reforestation requirements can be met through landscape credit. Therefore there will be an offsite planting requirement. There are other deficiencies to the submitted forest conservation plan that should be corrected with the resubmission. For example the applicant needs to show the wet and dry utilities on preliminary conservation plan.

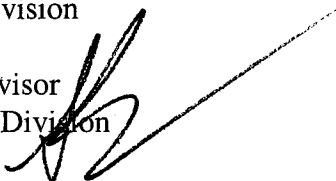



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

May 12, 2009

MEMORANDUM

TO: Elsabett Tesfaye
Development Review Division

VIA: Shahriar Etemadi, Supervisor
Transportation Planning Division 

FROM: Cherian Eapen, Planner/Coordinator
Transportation Planning Division 
301-495-4525

SUBJECT: Special Exception Modification Case No. CBA-2521-J
Proposed New Physician's Office Buildings 3 and 4
120,000 Square Feet of Physician Office Space
Montgomery General Hospital, Inc., MGH Diversified Services, Inc. ("Applicant")
Prince Philip Drive
Olney Policy Area

This memorandum presents Transportation Planning staff's Adequate Public Facilities (APF) review of the special exception modification request by Montgomery General Hospital (MGH) for its 46.46 acre campus located along both sides of Prince Philip Drive to the north of MD 108 in Olney. The hospital is within the Olney Policy Area, and is located on a number of parcels zoned RE-2, R-200, and R-60.

The subject special exception modification request was filed by MGH to clarify the special exception boundary and to obtain approval for additional 120,000 square-foot of medical office space in two buildings of 60,000 square feet each at the hospital. The proposed buildings will bring total approved special exception density on the hospital campus to 591,750 square feet.

RECOMMENDATION

Transportation Planning staff recommend that the Planning Board require the following to be part of the transportation-related requirement to grant this special exception modification request:

1. The Applicant must limit expansion related to this special exception modification request at the hospital to two physician's office buildings of 60,000 square feet each, for a total of 120,000 square feet of physician office space.

ISSUES

As part of our review of this special exception modification request site plan, which includes the entire hospital campus (i.e., both East and West Campuses), we have identified two major issues with the submitted plan. These include:

1. Provision for adequate access to the proposed buildings and efficient on-site circulation, and
2. Provision for future campus-specific and regional roadway/pedestrian connectivity and transit needs on the West Campus.

We therefore recommend that the Applicant submit a long-range master plan for the entire hospital campus showing existing and future buildings, access roads, pedestrian circulation/roadway connection options, etc. for staff and Planning Board review as an element of any future special exception modification request for the hospital campus. We believe that the current piecemeal approach to developing the hospital campus is inefficient and are concerned that consequences of this unplanned growth on both short-term and long-term site/local/regional land use, transportation, traffic safety, traffic circulation, and roadway/pedestrian connectivity goals for the area would be undesirable.

DISCUSSION

Special Exception Modification Request

This special exception modification request by the Applicant seeks to:

1. Clarify that the special exception it hold to construct and operate a hospital and associated facilities on the consolidated 46.46 acre hospital campus extend to all of the properties under the Applicant's ownership and/or control,
2. Gain approval to construct two physician's office buildings (POB) totaling 120,000 square feet to house doctors with privileges at the hospital and some hospital-related services on the west side of Prince Philip Drive, and
3. Establish the location for the proposed regional transit center ("Olney Transit Center") on the east side of Prince Philip Drive within the hospital's East Campus parking lot.

Special Exception Modification Request: Proposed POB Site Location and Adjacent Uses

The consolidated Montgomery General Hospital campus is to the north of Olney-Sandy Spring Road (MD 108) in Olney, with an “East Campus” and a “West Campus”, to the east and west of Prince Philip Drive, respectively. Old Baltimore Road is to the east of the campus and Brooke Grove Road, a partially abandoned street between Prince Philip Drive and Old Baltimore Road, is to the southeast of the campus. The POB’s that are part of this special exception modification request are proposed on the West Campus, across from the main hospital buildings.

Land use in the immediate vicinity of the hospital is predominantly residential. The commercial/retail centers in Olney (“Olney Town Center”) are to the west of the hospital, concentrated around the intersection of Georgia Avenue and MD 108. The Good Counsel High School and the existing Brooke Grove Retirement Village are to the east of the hospital.

POB Site Development Proposal and Site Access

This special exception modification request, as noted earlier, proposes two physician office buildings on the campus totaling approximately 120,000 square-feet along the west side of Prince Philip Drive.

A single monumental driveway is proposed as access to the site from Prince Philip Drive. This access driveway is approximately 460 feet north of MD 108 and is approximately 780 feet south of the main hospital driveway. Two lead-in sidewalks are provided to the buildings from the sidewalk that currently exist along Prince Philip Drive to the front of the proposed buildings. These sidewalks extend to the hospital buildings and the proposed Olney Transit Center. The plan also proposes approximately 500 parking spaces on the site to support the physician’s offices.

Overall Hospital Campus Vehicular/Pedestrian Access, Roadways/Sidewalks, Transit Availability

At present, primary access to the main hospital and associated emergency care/physician office buildings on the East Campus are provided from Prince Philip Drive via two driveways to the north of Brooke Grove Road. Secondary access to the hospital is provided from Old Baltimore Road and Brooke Grove Road (via Prince Philip Drive). Currently, only one lead-in sidewalk is provided into the hospital campus from Prince Philip Drive. This sidewalk is located along the south side of the main hospital driveway and leads to the existing buildings on the east side of the hospital campus. As part of a prior special exception modification request for the hospital (CBA-2521-I), the Applicant was required to provide additional lead-in sidewalks to the East Campus buildings from Prince Philip Drive and Old Baltimore Road. It is noted that need for additional pedestrian accommodations along Prince Philip Drive and within the consolidated hospital campus will be reviewed as part of the subdivision application to follow this special exception modification request.

Prince Philip Drive is an arterial to the east side of Georgia Avenue that intersects Georgia Avenue to the north and south of MD 108. To the south of MD 108, Prince Philip Drive is constructed as a two-lane arterial as recommended in the master plan. To the north of MD 108, Prince Philip Drive is recommended in the master plan as a four-lane arterial, and is currently

constructed as such only between Spartan Road and Georgia Avenue (to the north of the hospital campus). The Prince Philip Drive intersections with Georgia Avenue (both north and south) and MD 108 are signalized and its intersection with Spartan Road is All-Way STOP-sign controlled. Between Georgia Avenue and Spartan Road, sidewalks currently exist along both sides of Prince Philip Drive. Short sections of sidewalk currently exist along the west side of Prince Philip Drive between Spartan Road and Brooke Grove Road. A continuous sidewalk currently exists along the east side of Prince Philip Drive between Spartan Road and Brooke Grove Road. This sidewalk shifts to the west side of Prince Philip Drive north of Brooke Grove Road at a crosswalk, and extends south to MD 108.

Old Baltimore Road is a two-lane primary roadway between Gold Mine Road to the north and MD 108 to the south. To the south of MD 108 (towards Georgia Avenue), Old Baltimore Road is classified as an arterial. The Old Baltimore Road intersections with Georgia Avenue and MD 108 are signalized. Sidewalks exist along both sides of Old Baltimore Road (almost along its entire section between Gold Mine Road and MD 108).

Brooke Grove Road is a secondary roadway that provides access to the hospital as well as to approximately six residences located along Tall Timbers Road off Brooke Grove Road. In 1995, a section of Brooke Grove Road, from approximately 800 feet east of Prince Philip Drive to Spartan Road was abandoned with several conditions (Abandonment Case No. AB-604). The conditions required the petitioner for the abandonment to construct a cul-de-sac on Brooke Grove Road at its new terminus, construct an access into the hospital from Old Baltimore Road, and to provide sidewalk/bikeway easements along the abandoned section of Brooke Grove Road. The above requirements are currently in place.

MD 108 is a four-lane east-west median-divided highway between Olney Mill Road to the west and Dr. Bird Road to the east. The MD 108 intersections with Queen Elizabeth Drive, Georgia Avenue, Spartan Road, Prince Philip Drive, Old Baltimore Road, Old Vic Boulevard, and Dr. Bird Road are signalized. A shared use path currently exists along both sides of MD 108.

Georgia Avenue is a four-lane north-south median-divided major highway within the study area. North of MD 108, Georgia Avenue tapers to a two-lane road. The Georgia Avenue intersections with Gold Mine Road, Queen Elizabeth Drive/Prince Philip Drive, MD 108, Prince Philip Drive/Hines Road, and Old Baltimore Road are signalized.

Montgomery General Hospital is serviced by Metrobus routes Y5, Y7, Y8, Y9, and Z2, and RideOn routes 52 and 53, and is the terminus for Metrobus routes Y5, Y7, Y8, and Y9, and RideOn route 52.

Area Master Plan Recommendations: Roadway and Pedestrian/Bikeway Facilities

The 2005 Approved and Adopted *Olney Master Plan* includes the following nearby master-planned roadways and pedestrian/bikeway facilities:

1. Olney-Sandy Spring Road (MD 108), to the south of the hospital campus, which is classified as a four-lane divided major highway (M-60) between Laytonsville to the west and Dr. Bird

Road (MD 182) to the east, with a recommended minimum right-of-way width of 150-feet. A Class I bikeway (shared use path; SP-35 between Georgia Avenue to the west and Dr. Bird Road to the east in both the *Olney Master Plan and Countywide Bikeways Functional Master Plan*) is recommended for MD 108, and currently exists along both sides of MD 108.

2. Georgia Avenue (MD 97), to the west of the hospital campus, which is classified as a four-lane divided major highway (M-8) between Spartan Road to the south and Prince Philip Drive to the north, with a recommended minimum right-of-way width of 120-feet. North of Prince Philip Drive, the right-of-way is reduced to a recommended minimum width of 80 feet. A Class I bikeway (shared use path; SP-39 between MD 108 to the south and Brookeville Bypass to the north in both the *Olney Master Plan and Countywide Bikeways Functional Master Plan*) is recommended for Georgia Avenue. Sections of this bike path currently exist along the east side of Georgia Avenue.
3. Prince Philip Drive, bisecting hospital campus, which is classified as a four-lane arterial (A-46) between MD 108 to the southeast and Georgia Avenue to the northwest, with a recommended minimum right-of-way width of 80-feet. A Class III bikeway (shared roadway; B-30 between MD 108 to the south and Georgia Avenue to the north) is recommended for Prince Philip Drive, and currently exist along the entire section south of MD 108 and along the section north of MD 108 between Spartan Road and Georgia Avenue.
4. Old Baltimore Road, along the eastern hospital boundary, which is classified as a two-lane primary residential street (P-13) between MD 108 to the south and Gold Mine Road to the north, with a recommended minimum right-of-way width of 70-feet. A Class III bikeway (shared roadway; B-23 between MD 108 to the south and Gold Mine Road to the north) is recommended for Old Baltimore Road, which currently exists. To the south of MD 108 to Georgia Avenue, Old Baltimore Road is classified as a two-lane arterial (A-312) with a recommended minimum right-of-way width of 70-feet.
5. Spartan Road, to the west-northwest of the hospital campus, which is classified as a two-lane primary residential (P-5) between Appomattox Avenue to the southwest and Old Baltimore Road to the northeast, with a recommended minimum right-of-way width of 70-feet. A Class III bikeway (shared roadway; B-36 between Georgia Avenue to the southwest and Old Baltimore Road to the northeast) is recommended for Spartan Road, which currently exists.

Master Plan Recommendations: Georgia Avenue Busway

The Georgia Avenue Busway is a master-planned two-lane, bi-directional express busway within the median of MD 97, between the communities in Olney and Aspen Hill to the north and the Glenmont Metro Station in Glenmont to the south. The busway is proposed to accommodate both express as well as local bus services and will be approximately seven miles long.

The *Georgia Avenue Busway Study*, completed in 1999 by M-NCPPC, recommended the north end of the transit line in Olney to be in the vicinity of Spartan Road, south of MD 108. The 2002 *Regional Bus Study* that followed, conducted by Washington Metropolitan Area Transit

Authority (WMATA), recommended a rapid bus route that would use the busway and identified Montgomery General Hospital as a logical site for both increased transit service and for a potential north terminus park-and-ride facility.

In November 2002, WMATA published a *Transit Service Expansion Plan/Georgia Avenue Busway Study* at the request of Maryland Transit Administration (MTA) that examined the feasibility of implementing the busway along Georgia Avenue. This study included preliminary site plan for five stations and park-and-ride lots, each recommended with a minimum requirement of two acres. The stations were recommended to include a park-and-ride lot, areas for bus and automobile access, pedestrian and bicycle access, waiting shelters, boarding/alighting areas, and other requirements.

One of the stations recommended in the study included the MGH West Campus, generally over and to the north of the site for the physician office buildings proposed as part of this special exception modification request (See Attachment No. 1: Location and layout for the proposed Georgia Avenue Busway MGH station from the November 2002 WMATA study). The proposed MGH station included a 120-space commuter park-and-ride lot and four bus-bays, a commuter store, bike racks, information kiosks, and passenger shelters. The study also noted that this station is within walking distance (within a quarter mile) of Olney Town Center and many key activity centers in Olney and will permit buses to be routed to/from the station from/to Georgia Avenue via Spartan Road and Prince Philip Drive, to avoid congested conditions at the intersection of Georgia Avenue and MD 108.

The above studies and recommendations were recognized in the 2005 *Olney Master Plan*, which carry the following recommendation (See Attachment No. 2: Olney Master Plan pages 103-104; Recommendation No. 4):

“Support further study of transit operations, including passenger transfer and bus layover needs to optimize busway use through feeder bus service. Explore future park-and-ride options including the existing lot east of the Longwood Community Center, the Montgomery General Hospital campus, or shared parking arrangements with commercial development within the Olney Town Center.”

As part of this special exception modification request (which originally showed the proposed physician office buildings and a site access driveway across from the main hospital driveway generally on the area identified in the WMATA study for the proposed station), the above master plan and *Georgia Avenue Busway Study* recommendations were discussed between the Applicant, Transportation Planning staff, Montgomery County Department of Transportation (DOT) staff, and WMATA staff. These discussions confirmed MGH as a logical end-of-the-line station site for the Georgia Avenue Busway and identified both short-term (a four-bay bus transit facility) and long-term (a park-and-ride facility with a minimum of 120 parking spaces) needs for the Georgia Avenue Busway. These master plan needs were separated and based on this reconciliation, the Applicant was requested to provide a regional transit facility (the proposed “Olney Transit Center”) to the east side of Prince Philip Drive within the hospital’s East Campus parking lot to meet the short-term Georgia Avenue Busway need and satisfy APF’s Policy Area Mobility Review (PAMR) mitigation requirement identified for the proposed development. The agreement as above was based on the

finding that development could be permitted on the master plan recommended site for the Georgia Avenue Busway station/park-and-ride lot as long as the long-term busway needs could be accommodated on the hospital campus in the future, within a parking structure or structures in close proximity to the proposed transit center.

The long-term Georgia Avenue Busway needs, as documented above, in our opinion are unresolved at this time. However, we believe that these needs can be sufficiently addressed in the future as long as viable long-term site accessibility and site layout options are preserved on the West Campus. These factors include:

1. Permitting no permanent improvement/buildings/development over the area identified on the West Campus for the Georgia Avenue Busway station in the November 2002 WMATA study,
2. Permitting no interim site access driveways along the West Campus frontage between Brooke Grove Road and hospital's Winter Growth facility to the north,
3. Maintaining a viable future access point to the West Campus across from Brooke Grove Road that may provide future vehicular/bikeway/pedestrian connectivity to the Olney Town Center from hospital campus/Prince Philip Drive, and
4. Maintaining feasible options to accommodate Georgia Avenue Busway parking on the hospital campus, within a future parking structure or structures in close proximity to the proposed transit center.

To achieve the above long-term site as well as area-wide transportation/transit goals, we recommend that the Applicant submit a long-range master plan for the entire hospital campus as an element of any future special exception modification request for the hospital campus.

Special Exception Modification Request Site Plan Layout, Access, and Circulation

Though the subject special exception modification request covers the entire hospital campus, the focus of this review was limited to the site identified on the West Campus for the proposed physician office buildings. Many of the overall campus transportation planning issues, such as elimination of existing campus driveway access to MD 108, right-of-way dedication for any existing/potential future public streets, area roadway/bikeway/pedestrian connectivity, etc. will only be considered at the time of future subdivision applications and/or special exception modifications.

As noted earlier, an approximately 240-foot long single monumental driveway is proposed as access to the site from Prince Philip Drive. This access driveway is approximately 460 feet north of MD 108 and is approximately 780 feet south of the main hospital driveway. Given the layout of the site, parking for the proposed two buildings are provided parallel to the buildings, serviced by a series of parking aisles, each approximately 450 feet long. The plan proposes use of these parking aisles for on-site traffic circulation and into/out of the site. A patient drop-off/pick-up area is also provided to the front of the proposed buildings.

We have several concerns regarding the proposed site layout, site access scheme, and site circulation, which have both inherent and non-inherent adverse effects on this special exception modification request. These include:

1. The lack of a second site access driveway, inefficient parking layout (parking provided parallel to the proposed buildings rather than perpendicular), and inefficient on-site traffic circulation (long circulation aisles) – the potential inherent adverse effects these have on this special exception modification request include inadequate site access redundancy, inefficient on-site traffic circulation, inadequate site/street peak-hour in/out traffic accommodation, and inadequate peak site parking demand accommodation, and
2. The placement of a large underground storm-water management facility to the north of the proposed POB 4 building – the potential inherent/non-inherent adverse effects this has on providing a future West Campus site access driveway across from Brooke Grove Road (over the proposed storm-water facility) that could in the future serve as access to a Georgia Avenue Busway park-and-ride lot and may provide future vehicular/bikeway/pedestrian connectivity between the hospital campus/Prince Philip Drive and the Olney Town Center.

Although the West Campus site access, parking, and circulation could be further improved, we believe that the subject plan meets the minimum required standard for staff approval.

We however recommend that the Applicant submit a long-range master plan for the entire hospital campus as an element of any future special exception modification request for the hospital campus. We believe that the current piecemeal development of the hospital campus is inefficient and are concerned that consequences of this unplanned growth would be undesirable.

Comments from Montgomery County Department of Permitting Services (DPS) and DOT staff on the special exception modification request site plan layout, access, and circulation are provided as Attachment No. 3 and Attachment No. 4, respectively.

Adequate Public Facilities Review

The APF review for this special exception modification request required a traffic study per the current *Local Area Transportation Review (LATR)/Policy Area Mobility Review (PAMR) Guidelines* since the proposed 120,000 square-foot physician's office buildings generated **30** or more total peak-hour trips during the typical weekday morning (6:30 – 9:30 a.m.) and evening (4:00 – 7:00 p.m.) peak periods.

The Applicant therefore submitted a LATR/PAMR traffic study (dated December 2008; Revised January 2009) and a Supplemental Transportation Analysis (dated April 17, 2009) that examined traffic-related impacts of the proposed development on nearby intersections and at the site driveway. Staff review of the study indicated that it complied with the requirements of the *LATR/PAMR Guidelines* and the traffic study scope provided by staff.

- Trip Generation

Peak-hour trips estimated to be generated by the proposed physician’s office buildings were determined using Institute of Transportation Engineers (ITE) trip generation rates for a 120,000 square-foot medical office building (ITE Trip Generation Land Use Code 720; Medical-Dental Office Building). Based on these rates, the proposed development was estimated to generate approximately 276 total trips during weekday morning peak-hour and 415 total trips during the weekday evening peak-hour. These are summarized in Table 1.

**TABLE 1
SUMMARY OF TRIP GENERATION
PROPOSED MONTGOMERY GENERAL HOSPITAL POB 3/4, OLNEY**

Trip Generation	Morning Peak-Hour			Evening Peak-Hour		
	In	Out	Total	In	Out	Total
Medical-Dental Office Building (ITE LUC 720) - Trips/1,000 SF	1.82	0.48	2.3	0.93	2.53	3.46
120,000 SF of Physician’s Office Buildings	218	58	276	112	303	415

Source: Integrated Transportation Solutions, Inc.; Supplemental Transportation Analysis, MGH Physician’s Office Buildings 3/4; April 17, 2009.

- Local Area Transportation Review and Policy Area Mobility Review

A summary of the intersection capacity/Critical Lane Volume (CLV) analysis results from the traffic study for the weekday morning and evening peak-hours within the respective peak-periods is presented in Table 2.

As shown in Table 2, under Total (or Build) traffic conditions, the traffic study determined that study intersections will operate within the Olney Policy Area congestion standard of 1,450 CLV, except for the intersection MD 108 and Old Baltimore Road during the morning peak-hour. The referenced intersection exceeds the policy area congestion standard under projected Background Traffic Conditions (1,486 CLV). Therefore, the impact of three additional Critical Lane Movements at the intersection as a result of the proposed development under the Total Traffic Conditions require mitigation of 150% of the CLV impact by the Applicant based on *LATR/PAMR Guidelines* Section IV.A. This requires mitigation of five Critical Lane Movements at the intersection.

**TABLE 2
SUMMARY OF CAPACITY CALCULATIONS
PROPOSED MONTGOMERY GENERAL HOSPITAL POB 3/4, OLNEY**

Intersection	Traffic Conditions					
	Existing		Background		Total	
	AM	PM	AM	PM	AM	PM
Georgia Ave and Gold Mine Rd	1,134	917	1,151	935	1,214	1,023
Georgia Ave and Pr. Philip Dr/Qn. Elizabeth Dr	1,239	1,140	1,275	1,194	1,275	1,262
MD 108 and Queen Elizabeth Dr	974	998	991	1,027	1,009	1,053
Georgia Ave and MD 108	1,396	1,308	1,423	1,346	1,443	1,374
MD 108 and Spartan Rd	998	1,066	1,004	1,076	1,009	1,085
Georgia Ave and Prince Philip Dr/Hines Rd	1,219	1,154	1,238	1,179	1,342	1,244
MD 108 and Old Baltimore Rd	1,430	1,139	1,486	1,192	1,489¹	1,208
MD 108 and Prince Philip Dr	1,096	1,092	1,141	1,129	1,271	1,284
Prince Philip Dr and Spartan Rd	610	660	634	681	711	794
Prince Philip Dr and Proposed POB Drwy	622	580	683	650	557	674

Source: Integrated Transportation Solutions, Inc., LATR/PAMR Traffic Study, MGH Physician's Office Buildings 3/4, December 2008; Revised January 2009.

Integrated Transportation Solutions, Inc., Supplemental Transportation Analysis, MGH Physician's Office Buildings 3/4, April 17, 2009.

¹ Impact mitigated under Section IV of the *LATR/PAMR Guidelines*.
Olney Policy Area Congestion Standard: 1,450.

In addition to the LATR mitigation requirement noted above, as a site within the Olney Policy Area, this development will require mitigation of 10% of its "new" peak-hour trips to satisfy PAMR under the current Growth Policy (i.e., up to 42 peak-hour trips, since all trips generated by the proposed development are considered "new").

As provided for in Section I of the *LATR/PAMR Guidelines*, a non-auto facility such as a "transit center" can be considered as trip mitigation to address both LATR and PAMR impacts associated with a development. Additionally, under Section IV of the *LATR/PAMR Guidelines*, an applicant providing a "traffic mitigation program" can be considered to have met LATR elsewhere where the trips generated by the site is less than five Critical Lane Movements.

Following *LATR/PAMR Guidelines*, to meet the LATR and PAMR mitigation for its development, the Applicant is providing a non-auto facility (the proposed "Olney Transit Center" transit facility) on hospital's East Campus parking lot that can accommodate buses providing both local and regional transit service (See Attachment No. 5: Concept for Proposed Olney Transit Center). As noted earlier, this facility is recommended in the *Olney Master Plan* on the hospital

campus as well as in the Georgia Avenue Busway studies completed by WMATA as a candidate station site. The proposed transit facility on the hospital campus can therefore be considered to provide “traffic mitigation” within the Olney Policy Area and offset development’s LATR impact at the MD 108/Old Baltimore Road intersection.

To provide the necessary LATR/PAMR mitigation, the Applicant worked with M-NCPPC, DOT, and WMATA staff to identify a location for the proposed Georgia Avenue Busway transit facility and to design a facility that will satisfy needs of both the local community and that of the transit agencies. The proposed transit facility will include bays and shelters for up to four buses on the east side of Prince Philip Drive on hospital property.

The cost of the proposed transit facility was estimated by the Applicant to be approximately \$959,526, broken down to \$360,075 for construction, \$90,019 for construction management, and \$509,432 for the land (See Attachment No. 6: Letters dated November 18, 2008, and November 5, 2008). With a total cost of approximately \$960,000, the transit facility can be estimated to mitigate approximately 87 peak-hour trips (using a rate of \$11,000 per peak-hour trip mitigated, as established by the Planning Board in July 2008 per recommendations in Growth Policy Study F-4 as a guide). With the planning, design, and construction of the proposed transit facility by the Applicant, this special exception modification request will satisfy both LATR and PAMR requirements of the development.

Since the mitigation proposal value as determined above “exceeded” the PAMR mitigation requirement, the Applicant requested that the mitigation “surplus” of 45 peak-hour trips (i.e., 87 – 42 = 45 trips) be credited to the Applicant to accommodate any future growth at the hospital. We however disagree with this request and find that the proposed transit center will not provide for any “surplus” PAMR mitigation capacity for the following two reasons:

1. The land over which the transit center will be built will not be dedicated, and
2. The Growth Policy currently does not provide for any PAMR mitigation banking (for use as mitigation towards a future development).

We note that the proposed mitigation, if the value of land is not considered, will only provide a value of \$450,094 (i.e., \$360,075 + \$90,019). This amount is slightly less than the PAMR mitigation requirement of \$462,000 at \$11,000 per peak-hour trip for 42 peak-hour trips. Alternatively, the mitigation value of \$450,094 for 42 peak-hour trips will only provide a per peak-hour trip mitigation value of approximately \$10,720, which is slightly less than the PAMR per trip rate of \$11,000 per peak-hour trip.

Notwithstanding the above, we find the proposed transit facility to meet the intent of the PAMR peak-hour trip mitigation requirement for the proposed development for the following reasons:

1. The proposed transit center is a master plan recommended transit facility,

2. The “permanent easement” proposed by the Applicant over the land required for the transit facility, though not an “outright dedication” can be considered effectively a dedication, and
3. The per trip mitigation value provided by the proposed transit center (\$10,720, without considering the value of the land) can be considered equivalent to the \$11,000 per peak-hour trip unit cost established by the Planning Board.

The DOT letter dated March 5, 2009, supporting the proposed transit facility as APF mitigation is provided as Attachment No. 7.

Additionally, the Maryland State Highway Administration (SHA) letter dated February 24, 2009, requesting the Planning Board to require the Applicant to improve the MD 108/Old Baltimore Road intersection is provided as Attachment No. 8. We acknowledge the SHA comment, but find that provisions in the LATR/PAMR Guidelines allow the Applicant to mitigate the LATR impact at the intersection with the PAMR mitigation improvement provided for the proposed development. We therefore recommend the Planning Board to not require implementation a physical improvement at the MD 108/Old Baltimore Road intersection by the Applicant.

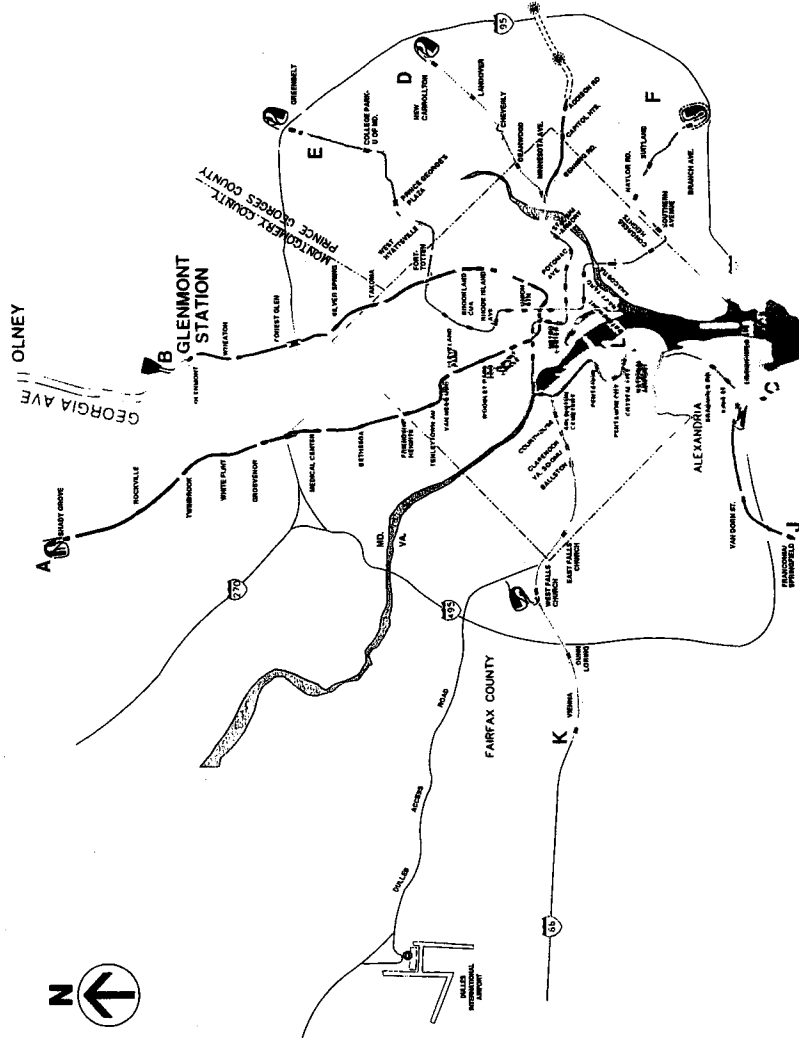
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Attachments

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TRANSIT SERVICE EXPANSION PLAN

Georgia Avenue Busway Study Glenmont Station to Olney Montgomery County, Maryland



Department of Capital Projects Management
Office of Engineering and Architecture - Facilities Planning and Engineering Development Program
November, 2002

Attachment No. 1

TRANSIT SERVICE EXPANSION PLAN

Georgia Avenue Busway Study

Rte 108. A roughly 5-acre parcel exists on the west side of Prince Philip Drive that is zoned commercial. The parcel is within across the street from Montgomery General Hospital and is 1/4 mile of the key activity centers in Olney. Routing express buses on Prince Philip Drive and Spartan Road allows express buses to avoid the congested conditions at the intersection of Georgia Avenue and Rte 108.

Also recommended is a 120-space commuter park & ride lot at this station. Four bus bays would be provided in addition to a Commuter Store, bike racks, information kiosks, and passenger shelters.

An alternate route to using Spartan Road and Prince Philip Drive is having express buses remain on Georgia Avenue through Olney Town Center to Longwood Recreation Center. This proposal would likely preclude a station at this location.

Site Plan Sheet 5 - Longwood Recreation Center

The layout and roadway profile of the proposed station location is shown on Site Plan Sheet 5 (Page 37). According to the MCNPPC busway study report, a 140-space lot is needed to satisfy the expected park & ride demand at the northern end of the express bus route. A gravel lot located on the west side of Georgia Avenue used for overflow parking and is separated from the recreation center building is the most feasible site for a park & ride lot (See Picture 23).

The busway will not extend to Longwood Recreation Center because of the limited right-of-way conditions through Olney Town Center. Thus commuter buses using the busway will have to operate in mixed traffic from Olney Town Center to the beginning of the busway, just south of Spartan Road. An off-line station with bus shelters and information kiosks is proposed.

This study proposes a 60-space park & ride lot, a bus turn-around area, and one to two bus bays with an information kiosk and passenger shelter. Due to the small site and environmental constraints, 140 spaces (proposed in the M-NCCPC study) are not possible on the Longwood Recreation Center site. The proposed park & ride lot in Olney Town Center can serve any additional demand.



Picture 22 - Norbeck Road Park & Ride Lot

Site Plan Sheet 4 - Montgomery General Hospital / Olney Town Center

The layout and roadway profile of the proposed station location is shown on Site Plan Sheet 4 (Page 36). A station serving Olney Town Center and Montgomery General Hospital was recommended by the Regional Bus Study. It was not recommended by the M-NCCPC Study because of a lack of support by the community. The effects associated with a station would receive detailed evaluation during NEPA.

Using the Regional Bus Study's criteria for locating transit centers (high activity location, high transfer volumes, accessibility, safety, and spacing) however, a station in Olney Town Center should be considered. Also, Olney Town Center is a walkable area with close access to many community services making transit usage a feasible mode.

According to the M-NCCPC proposal, the Georgia Avenue busway is proposed to end before it reaches the Olney Town Center because of its built-up, environmentally constrained nature. The Regional Bus Study proposed a RapidBus route that runs to Montgomery General Hospital. Reviewing both these proposals, this study recommends express bus routes use Spartan Road to an express bus station located north of

A number of potential issues are raised with the Longwood Recreation Center site. Because this lot is located adjacent to parkland, potential issues could be raised with Section 4f of NEPA. According to M-NCCPC representatives, the overflow lot is not part of the parkland but was instead bought by the County to provide right-of-way for the proposed Brookville Bypass. The land is no longer needed for the Bypass project and thus may be available for commuter parking. The lot, however, is being used non-officially as parking for the ball fields located in the park. The use would need to be resolved.

The limits of the Montgomery County Priority Funding Area (PFA) under the Maryland Smart Growth Act were also reviewed. According to this act, state resources cannot be used for infrastructure projects located outside the PFA. The limit for the Olney PFA is Gold Mine Road east of Georgia Avenue and Georgia Avenue north of Gold Mine Road. Thus the overflow lot, being on the west side of Georgia Avenue, is just within the PFA for Montgomery County and this should not be an issue.



Picture 23 - Overflow Parking Lot at Longwood Recreation Center

TRANSIT SERVICE EXPANSION PLAN

Georgia Avenue Busway Study
Plan Sheet 6 - Cherry Valley Dr. to MD Route 108

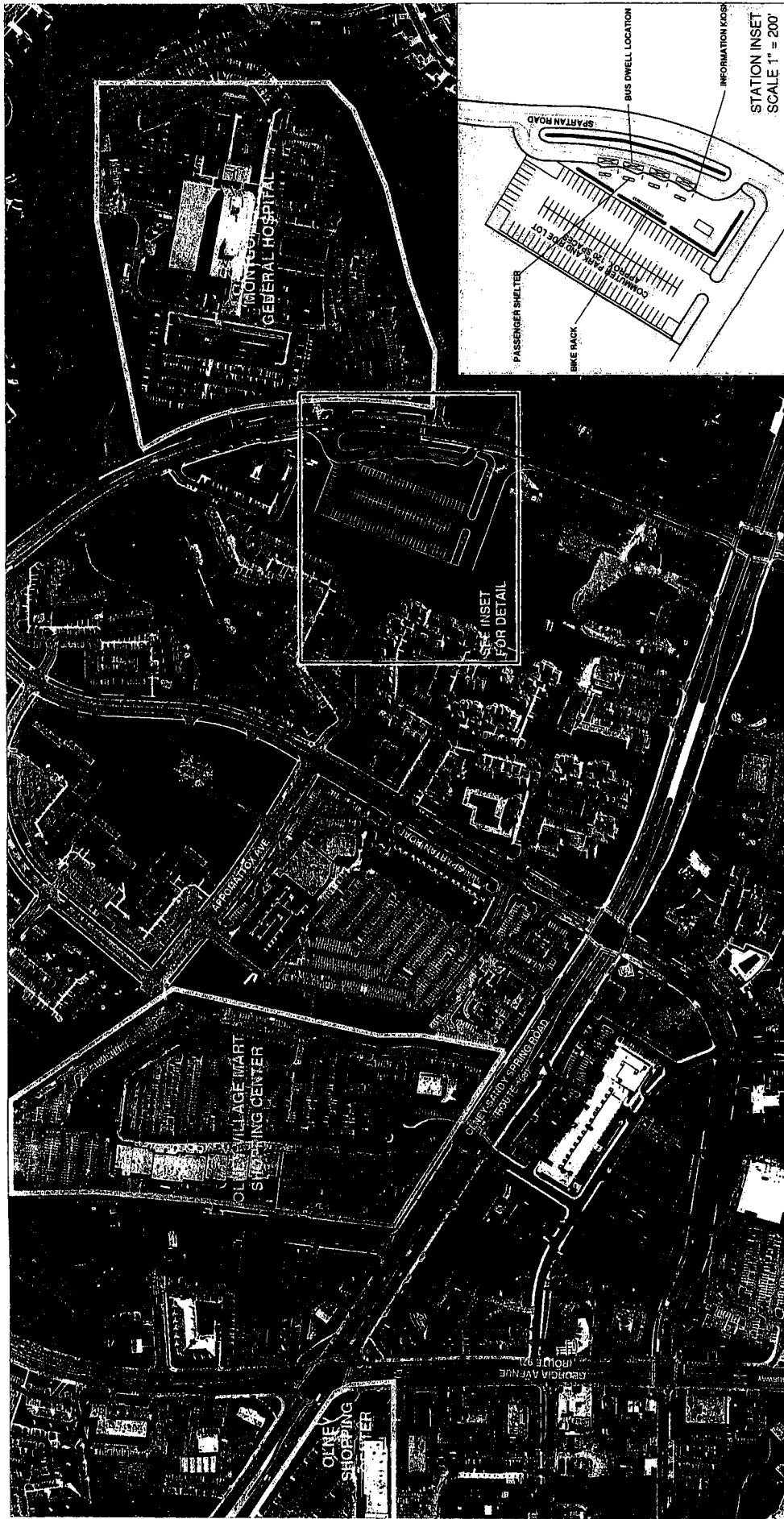


NOTE: THIS DRAWING HAS BEEN PREPARED TO DEMONSTRATE THE BASIC FEASIBILITY OF THE CONCEPT PRESENTED. THE CONCEPT IS SUBJECT TO FURTHER REFINEMENT AND MAY BE REVISED DURING FUTURE PLANNING AND/OR ENGINEERING DESIGN PHASES OF THE PROJECT. THE ENVIRONMENTAL PLANNING PROCESS MAY INCLUDE ONE OF THESE ALTERNATIVES ALONG WITH OTHERS PRIOR TO ANY DECISION REGARDING IMPLEMENTATION OF A SPECIFIC PLAN WHICH WILL BE SUBJECT TO PROFESSIONAL ENGINEERING DESIGN PRINCIPLES AS WELL AS WMTA'S DESIGN AND PERFORMANCE CRITERIA.



TRANSIT SERVICE EXPANSION PLAN

Georgia Avenue Busway : Glenmont Station to Olney Site Plan Sheet 4 - Olney Town Center Busway Station Concept Layout



LEGEND

— EXPRESS BUS ROUTE LANDSCAPING

300' 150' 0 300'
scale feet



Attachment No. 2

LOCAL INTERSECTION IMPROVEMENTS

From a policy area perspective, based on current area-wide congestion standards specified in the Annual Growth Policy for Olney, the planned transportation system is projected to be adequate. Localized congestion is still forecast to occur, particularly along the southern portion of Georgia Avenue. The forecast 2025 CLV is more than 1800 at some locations, much higher than 1475, the congestion standard for the Olney Policy Area as of July 2004. Local intersection improvements, therefore, are essential to bring the congestion to acceptable levels. These local improvements should be considered on a case-by-case basis as part of the development process, and should be done in a way that protects adjacent communities and the open character of the major roads in the area.

The following intersection improvements are representative of those that could be considered in the future:

- Adding a northbound right-turn lane to Georgia Avenue at Spartan Road
- Adding a southbound left-turn lane to Georgia Avenue at New Hampshire Avenue
- Adding a third approach lane to Old Baltimore Road and Hines Road at Georgia Avenue
- Adding a fourth approach lane to Emory Lane at Georgia Avenue

PUBLIC TRANSPORTATION

Greater emphasis on public transit is necessary to increase the efficient use of roads and help reduce congestion. Transit is generally an attractive option where development densities generate higher volumes of travelers in concentrated locations and shared destination points. This opportunity exists along Georgia Avenue. The 1997 Census update survey indicates that approximately 17 percent of employed Olney residents work in the District of Columbia. The long commuting distance and workplace parking costs help define a market of users for whom public transit is a preferable commuting option, if made sufficiently attractive. In addition to using the current road network for transit, two major improvements would increase the use of transit in Olney. They are the ICC right-of-way and the Georgia Avenue Busway.

The 1994 Aspen Hill Master Plan recommended that the Intercounty Connector (ICC) incorporate a transitway. The 1997 Draft Environmental Impact Statement included a concurrent-flow lane reserved for buses and carpools in the Master Plan Alignment alternative for a limited-access roadway. Exclusive ramps for transit vehicles were also included at selected interchanges including at Georgia Avenue. This Plan endorses the Aspen Hill Master Plan's recommendation for evaluating transit potential of the ICC.

Georgia Avenue Busway



The Georgia Avenue Busway is a proposed express busway in the median of Georgia Avenue to connect communities generally in the Aspen Hill and Olney areas with the Glenmont Metro Station. The Georgia Avenue Busway study, completed by the

Montgomery County Department of Park and Planning in 1998, recommended that a two-lane, bi-directional, bus-only roadway be constructed within the Georgia Avenue median for approximately seven miles between the Glenmont Metrorail Station and the vicinity of Spartan Road south of MD 108 in Olney. The recommended busway concept includes accommodating existing local bus service as well as introducing express bus service.

The bus network should be supported by two ancillary facilities in the Olney Planning Area, the Longwood Recreation Center park-and-ride lot and improved access to the Norbeck Road park-and-ride lot. The 2002 Regional Bus Study conducted by the Washington Metropolitan Area Transit Authority (WMATA) has identified the Montgomery General Hospital campus as a logical site for both increased transit service and for potential park-and-ride facilities.

The Maryland Transit Administration (MTA) has contracted with WMATA to perform a line-and-grade study of the Georgia Avenue Busway. This study would provide the background information required to scope a subsequent environmental impact study, necessary to apply for federal implementation funding. The 1998 Georgia Avenue Busway study should be used as background material for the subsequent detailed planning studies.

Recommendations:

- 1. Explore opportunities to expand public and private transit and paratransit services in Olney.**
- 2. Further evaluation of the Master Plan Alignment alternative for the ICC should continue to evaluate transit and carpool priority treatments.**
- 3. Construct the Georgia Avenue Busway as a two-lane, bi-directional busway within the Georgia Avenue median between Norbeck Road and the vicinity of Spartan Road.**
- 4. Support further study of transit operations, including passenger transfer and bus layover needs, to optimize busway use through feeder bus service. Explore future park-and-ride options including the existing lot east of the Longwood Community Center, the Montgomery General Hospital campus, or shared parking agreements with commercial development within the Olney Town Center.**

ROADWAY NETWORK AND FUNCTIONAL CLASSIFICATION

The County's road classifications identify road function, service, and right-of-way width to create a rational road hierarchy and ensure room for roadway, streetscape, sidewalks, and bikeways. These recommendations are used as a guide to right-of-way dedication and other elements such as sidewalks and streetscape during the development review process. The following Street and Highway Classification Table identifies minimum right-of-way width and number of lanes for specific roads in the Olney Master Plan Area.

MEMORANDUM

April 30, 2009

TO: Elsabett Tesfaye, Development Review Division - MNCPPC

FROM: Sarah R. Navid
Right-of-Way Permitting and Plan Review Section

SUBJECT: Montgomery General Hospital, Special Exception CBA-2521-J

We have reviewed the site plan and offer the following comments with respect to site circulation and access:

Driveways

Notwithstanding the controversy over a possible future extension of Appomattox Drive, it is our judgment that the provision of two rather than one driveway on Prince Phillip Drive would allow greater convenience and efficiency in site circulation for the two medical office buildings. A second driveway would allow "drop-off only" vehicles, to egress the site without recirculating through the parking aisles, which are designed to minimum dimensions. Also, given the number of spaces in the parking lot (500+) and its relatively long length, a second driveway provides not only more convenient access to Prince Phillip Drive but would allow more equal utilization of the parking spaces with less internal driving down long parking aisles.

Prince Philip Drive

Depending on whether improvements are made to Prince Philip Drive, the Department of Permitting Services will have specific driveway design requirements and may have right-of-way restoration requirements (such as removal of the old asphalt driveway apron) adjacent to the site. These requirements will be provided at future development plan review stages and/or at permitting when additional information is available.

Thank you for the opportunity to comment on this plan.

cc: Greg Leck – DOT
Jody Kline – Miller, Miller & Canby
Cherian Eapen – MNCPPC

Attachment No. 3

Eapen, Cherian

From: Leck, Gregory [Greg.Leck@montgomerycountymd.gov]
Sent: Thursday, April 30, 2009 4:50 PM
To: Tesfaye, Elsabett; Eapen, Cherian
Cc: Jody Kline; slcho@mmcanby.com; Bill Landfair ; itsinc@erols.com; Farhadi, Sam; Salihi, Dewa; Mangum, Bruce; Moss, David; Erenrich, Gary; Corren V. Giles; Brush, Rick
Subject: Special Exception CBA-2521-J, Montgomery General Hospital - DOT comments on revised plan

Attachment No.4

Hello Elsabett & Cherian,

Please accept this e-mail as the Department of Transportation's review comments on the April 17, 2009 Supplemental Transportation Analysis (received at our meeting on April 20, 2009) and the April 22, 2009 revised plan (which we received today):

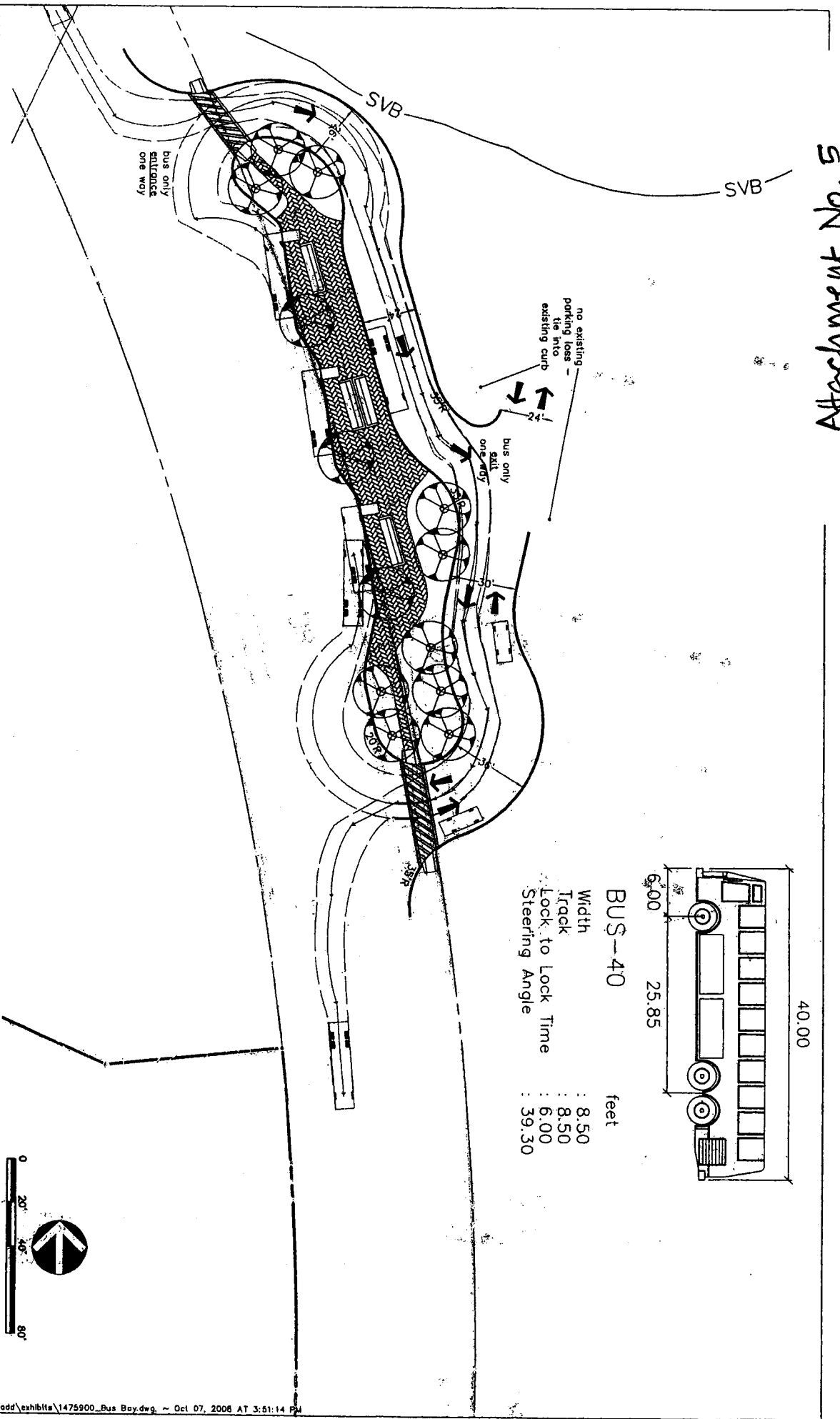
- The new location of the proposed monumental entrance to serve the Physicians 3 & 4 buildings is acceptable.
- The sight distances study for the new entrance location is acceptable.
- We concur with the applicant's proposal to construct the Olney Transit Center on the Hospital's East Campus to satisfy their LATR and PAMR mitigation requirements.
- Applicant will need to obtain a permit & bond to reconstruct Prince Philip Drive [as a four-lane closed section arterial roadway, between Olney-Sandy Spring Road (MD 108) and approximately the north end of the Hospital's East Campus] as a prerequisite to DPS approval of the record plat. Details to be determined at the preliminary plan stage.
- At the preliminary plan stage, we will need the applicant's consultant to provide a post-development volumes queuing study for the southbound thru/right turn lane on Prince Philip Drive at Olney-Sandy Spring Road (MD 108). Depending on the results of that study, the applicant may need to dedicate additional right-of-way and construct an exclusive right turn lane.
- Construction of roadway improvements (which add traffic capacity) and/or the Olney Transit Center may be eligible for impact tax credits.
- Additional development on this parcel will necessitate construction of a second driveway entrance onto Prince Philip Drive. If a second driveway entrance is not provided under this phase of the site development, we recommend the private stormwater management facilities be designed and constructed in a manner that will not preclude construction of that future driveway.

Thank you for your cooperation and assistance. If you have any questions or comments regarding this e-mail, please contact me at your earliest convenience.

Greg

Greg Leck, Manager
Development Review Team
Division of Traffic Engineering and Operations
Montgomery County Department of Transportation

101 Orchard Ridge Drive, 2nd floor
Gaithersburg, Maryland 20878



NOTE:
Source of base information is both
VIKA & LSA, Inc.

**Montgomery General Hospital
Revised Transit Center Exhibit
October, 2008**

Scale 1"=40'

0 20' 40' 80'

OWNER: MONTGOMERY GENERAL HOSPITAL
ARCHITECT: VIKA & LSA, INC.
CONSULTANT: [unreadable]
DATE: [unreadable]



LAW OFFICES
MILLER, MILLER & CANBY

CHARTERED

PATRICK C. McKEEVER (DC)
JAMES L. THOMPSON (DC)
LEWIS R. SCHUMANN
JODY S. KLINE
ELLEN S. WALKER
MAURY S. EPNER (DC)
JOSEPH P. SUNTUM

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SUSAN W. CARTER
ROBERT E. GOUGH
DONNA E. McBRIDE (DC)
GLENN M. ANDERSON (FL)
MICHAEL G. CAMPBELL (D)
SOO LEE CHO (CA)
AMY C. GRASSO

** All attorneys admitted in Maryland and where indicated*

JSKLINE@MMCANBY.COM

November 18, 2008

Mr. Phil McLaughlin
Manager, Operations Planning
Division of Transit Services
MCDOT
101 Monroe Street, 5th Floor
Rockville, MD 20850

Mr. Lawrence A. Glick
Washington Metropolitan Area Transit Authority
600 Fifth Street, N.W.
Washington, D. C. 20001

RE: Montgomery General Hospital;
Olney Transit Center

Dear Messrs. McLaughlin and Glick:

Again, thank you for the professional way in which both of you and your offices have worked with Maryland-National Capital Park & Planning Commission and Montgomery General Hospital to identify how an Olney Transit Center can be constructed and operated in a manner that benefits transit users and minimizes the impact of such a public facility on Montgomery General Hospital.

I enclose for your information a letter dated November 5, 2008 to Shahriar Etemadi, Cherian Eapen and Tom Autrey in the Countywide Planning Division at M-NCPPC. This letter was intended to stimulate a more detailed review and comment from your agencies on the design of the proposed Olney Transit Center. We anticipate that before the Technical Staff at Maryland-National Capital Park & Planning Commission will recommend approval of the Hospital's requested special exception for new professional office buildings, and recommend approval of the Hospital's PAMR mitigation proposal, M-NCPPC will want to receive in writing from your respective agencies a "go ahead" letter.

Attached to our November 5th letter as Attachment A is the "Revised Transit Center Exhibit" prepared by VIKA reflecting the improvements which you each had requested. Would you please share this design with the colleagues in your respective agencies and then advise M-NCPPC of your general acceptance of the proposed Transit Center improvements subject, of course, to final review and approval when construction plans are actually created.

Attachment No. 6

The letter includes information on other subjects (e.g., cost, future PAMR credits) that are likely not of interest to you specifically and which you may ignore.

If you need additional information in order to comment on the attached "Revised Transit Center Exhibit", please contact me.

Thank you for your anticipated assistance in this matter.

Sincerely yours,

MILLER, MILLER & CANBY

A handwritten signature in black ink that reads "Jody Kline". The signature is written in a cursive, slightly slanted style. Above the signature, there are two horizontal lines, one above the other, which appear to be part of a stamp or a signature line.

Jody S. Kline

JSK/dlt

Enclosure

cc: Cherian Eapen
Shahriar Etemadi
Tom Autrey
Edgar Gonzalez
Greg Leck
Francine Scaffidi
Mike Ryan, Esquire
Peter Monge
John Hogarty
Harold Pickett
Michael Abrams
Cameron Pratt
Bill Landfair
Craig Hedberg



MILLER, MILLER & CANBY

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SOO LEE CHO (CA)
AMY C. GRASSO

** All attorneys admitted in Maryland and where indicated*

JSKLINE@MMCANBY.COM

November 5, 2008

Mr. Shahriar Etemadi
Transportation Supervisor
Countywide Planning Division
Maryland-National Capital Park
and Planning Division
8787 Georgia Ave.
Silver Spring, MD 20910

Mr. Thomas Autrey
Countywide Planning Division
Maryland-National Capital Park
and Planning Division
8787 Georgia Ave.
Silver Spring, MD 20910

Mr. Cherian Eapen
Countywide Planning Division
Maryland-National Capital Park
and Planning Division
8787 Georgia Ave.
Silver Spring, MD 20910

Re: Montgomery General Hospital;
Olney Transit Center

Dear Shahriar, Cherian, and Tom:

At our meeting in your offices on October 3rd, and in e-mail correspondence which I received from Shahriar and Cherian on October 16th, you indicated that the Hospital's calculations of cost for a transit center would need to be reviewed by the Montgomery County Department of Transportation. In response to your request, we are pleased to include a design drawing (Attachment A) and a budget estimate prepared by VIKA (Attachment B), the Hospital's civil engineer.

It is our understanding that the attached materials will be reviewed by the Montgomery County Department of Transportation and by WMATA with two goals in mind. Both MCDOT and WMATA will review the design plan and will advise us of their approval of the design, hopefully in writing, or will provide conditional approval based on recommended changes to the plans. Mr. Phil McLaughlin from Montgomery

County and Mr. Larry Glick of WMATA have tentatively expressed their approval of the design presented at the October 3rd meeting subject to review by colleagues at their respective agencies.

Furthermore, MCDOT will evaluate VIKA's estimate and will provide comments to M-NCPPC whether they think the estimated costs are realistic.

Shahriar and Cherian both mentioned in their e-mails that a detailed discussion of PAMR will be deferred until the design and cost estimate are approved. However, we would like to give you some "food for thought" on the components of value that MGH will be contributing to make the transit center a reality and for which Montgomery General Hospital believes it should receive present and future PAMR credit.

In addition to the "hard costs" described in the attached VIKA estimate, the Hospital would like to get credit as well for the following:

I. Value of land devoted to the transit center.

By VIKA's calculation, 23,156 square feet of land area will be devoted to the transit center. This area of land is located within Part of Parcel A, owned by the Hospital (see Parcel N-933 highlighted on the attached tax plate map, Attachment C) for which the land assessment is \$5,222,800 (see Maryland State Department of Assessments and Taxation Information Form, Attachment D). The transit center land area is calculated to be 9.754% of the total land area of Part of Parcel A. Therefore, the land to be committed to the transit center is worth \$509,432.00 ($\$5,222,800 \times 9.754\%$) or approximately \$22.00 per square foot. MGH would like the sum of \$509,432 attributed to its "costs" of delivering the transit center for public use.

II. Cost of consultant services attributable exclusively to the design and construction management of the transit center.

The "cost" of delivery of the transit center to the appropriate public agency will necessarily involve professional services of VIKA, possibly an architect (unless WMATA has plans are adequate for construction purposes), a traffic engineer and, possibly, other professionals. At this point in time, we can only estimate what those charges might be. Based on experience, MGH has estimated that the "soft costs" would be 25% of the estimated costs of construction, or approximately \$90,019.00.

Again addressing a subject that will be of little interest to MCDOT and WMATA, we wanted to reiterate MGH's interest in reserving any "surplus" PAMR contributions for future development at the Hospital. The total "costs" to deliver the transit center for public use are estimated to be in the range of \$959,526 ($\$360,075$ – costs of construction + $\$509,432$ – land value + $\$90,019$ – construction management). When divided by the

formula of \$11,000 per trip mitigated, delivery of the transit center for public use will qualify MGH for a PAMR credit of approximately 87 trips, an amount well in excess of what will be needed to satisfy the PAMR requirement for the proposed construction. Accordingly, we will want to work with you to develop a device or technique to reserve those credits to be applied to future Hospital growth.

Now that we have a general agreement on the location and design of the transit center, the Petitioner will seek a new public hearing date. Accordingly, we would appreciate it if your office, MCDOT and WMATA could expeditiously review the attached construction cost estimates prepared by VIKA so that we can keep the Hospital's special exception on schedule.

Please call me if you have any questions about the attached information.

Sincerely yours,

MILLER, MILLER & CANBY

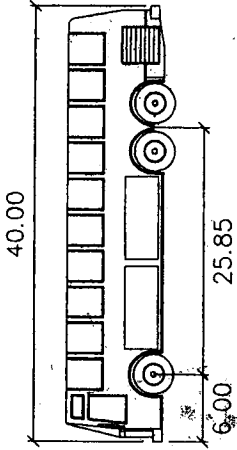
A handwritten signature in black ink that reads "JODY". The signature is written in a bold, slightly slanted, sans-serif font. Above the signature is a thick horizontal line.

Jody S. Kline

JSK/cas

Enclosures

cc: Francine Scaffidi
Robert J. Ryan, Esquire
Peter Monge
John Hogarty
Harold Pickett
Michael Abrams
Cameron Pratt
Justin Alanis
Bill Landfair
Craig Hedberg
Soo Lee-Cho, Esquire



BUS-40		feet
Width	:	8.50
Track	:	8.50
Lock to Lock Time	:	6.00
Steering Angle	:	39.30

no existing parking loss - tie into existing curb

bus only exit one way

bus only entrance one way



0 20' 40' 80'

Scale 1"=40'

Montgomery General Hospital Revised Transit Center Exhibit

October, 2008

NOTE:
Source of base information is both
VIKA & LSA, Inc.

LAYOUT: Bus Boy (3), Plotted By: Duke

DESIGNED & DRAWN BY: LINDSEY HARRIS & ASSOCIATES, INC. 2008 CONVENT ROAD, SUITE 200, CHARLOTTE, NC 28214
(704) 366-4000 • FAX (704) 366-1200
www.lindsayharris.com • LINDSEY.HARRIS@LHARRIS.COM

Subdivision: MGH
Street Name: Prince Phillip Drive
Permit Number:
Computed By: S. Woodrow

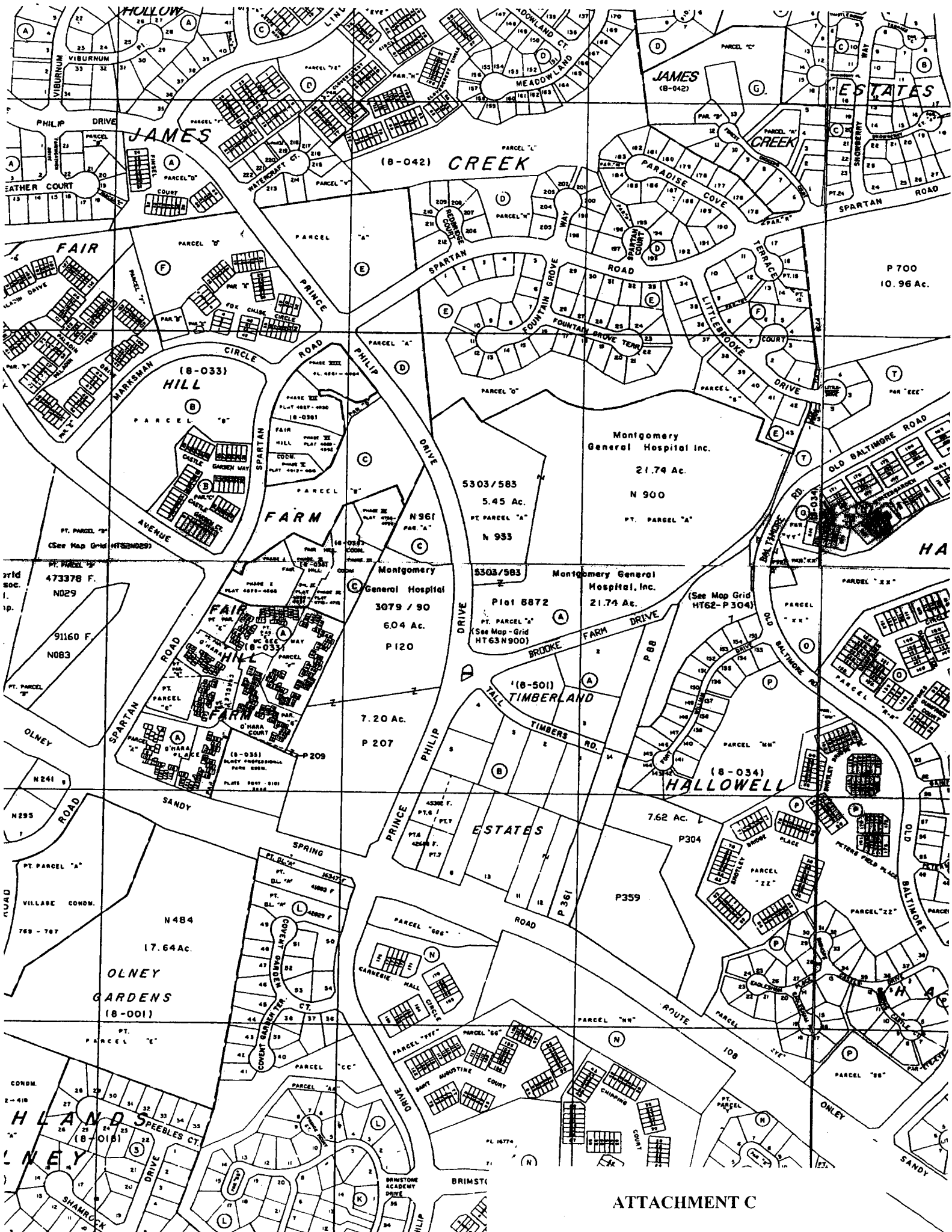
**COST ESTIMATE FOR MGH TRANSIT
 CENTER**

Date: October 2, 2008
REVISED: October 15, 2008

Quantity	Units	Item Description	Unit Cost	Subtotals
751	CY	Roadway Excavation	\$8.10	\$6,083.10
339	SY	Remove Existing Pavement	\$10.00	\$3,390.00
135	LF	Remove Existing Curb & Gutter	\$12.00	\$1,620.00
1	EA	Remove Existing Driveway	\$1,000.00	\$1,000.00
159	SY	Remove Existing Sidewalk	\$8.00	\$1,272.00
2254	SY	8" Dense Graded Aggregate Base	\$9.00	\$20,286.00
2254	SY	8" Primary Paving	\$19.00	\$42,826.00
607	SY	4" Concrete Sidewalk	\$23.00	\$13,961.00
4	EA	Sidewalk Ramps	\$750.00	\$3,000.00
1156	LF	Concrete Curb And Gutter	\$12.00	\$13,872.00
5	EA	Street Lights	\$10,000.00	\$50,000.00
1	LS	Pavement Markings	\$5,000.00	\$5,000.00
1	LS	Maintenace of Traffic	\$15,000.00	\$15,000.00
4	EA	Bus Stop Shelters	\$20,000.00	\$80,000.00
10	EA	Remove Street Tree	\$250.00	\$2,500.00
13	EA	Street Tree	\$250.00	\$3,250.00
1	LS	Sediment & Erosion Control	\$25,000.00	\$25,000.00
1	LS	Storm Drain	\$50,000.00	\$50,000.00
1	LS	Stormwater Management	\$100,000.00	\$100,000.00

Total \$288,060.10
Plus 25% contingency \$360,075.13

- ~Assumes simple Bus Shelters only.
- ~Assumes concrete sidewalks.
- ~Does not include soft costs.





Maryland Department of Assessments and Taxation
MONTGOMERY COUNTY
 Real Property Data Search (2007 vw5.1)

[Go Back](#)
[View Map](#)
[New Search](#)

Account Identifier: District - 08 **Account Number -** 02167798

Owner Information

Owner Name: MONTGOMERY GENERAL HOSP INC **Use:** COMMERCIAL/RESID
Mailing Address: C/O FOULGER PRATT DEV INC **Principal Residence:** NO
 9600 BLACKWELL RD STE 200 **Deed Reference:** 1) / 5303/ 583
 ROCKVILLE MD 20850-3648 2)

Location & Structure Information

Premises Address **Legal Description**
 18111 PRINCE PHILIP RD PL8872PT PAR A MONTG
 OLNEY 20832 GNRL HOSPTL INC LEASE

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Assessment Area	Plat No:
HT63		N933		1				2	Plat Ref:

Special Tax Areas **Town**
 Ad Valorem
Tax Class 42

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1974	81,876 SF	237,402.00 SF	651

Stories	Basement	Type	Exterior

Value Information

	Base Value	Value Phase-in Assessments		
		As Of	As Of	As Of
		01/01/2008	07/01/2008	07/01/2009
Land	4,748,000	5,222,800		
Improvements:	10,252,000	11,392,700		
Total:	15,000,000	16,615,500	15,538,500	16,077,000
Preferential Land:	0	0	0	0

Transfer Information

Seller:	Date:	Price:
Type:	Deed1:	Deed2:
Seller:	Date:	Price:
Type:	Deed1:	Deed2:
Seller:	Date:	Price:
Type:	Deed1:	Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2008	07/01/2009
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO **Special Tax Recapture:**
Exempt Class: * NONE *



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Arthur Holmes, Jr.
Director

March 5, 2009

Mr. Cherian Eapen
Transportation Planning
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Local Area Transportation Review/
Policy Area Mobility Review for
Montgomery General Hospital

Attachment No. 7

Dear Mr. Eapen:

We have completed our review of the Traffic Impact Study revised in "January, 2009" for the above referenced project prepared by the Integrated Transportation Solutions Inc. The site is located in the Olney Policy Area and has a congestion standard of 1450. We agree that all critical intersections will have acceptable Critical Lane Volumes except for the intersection of Olney Sandy Spring Road (MD 108) and Old Baltimore Road. The aforementioned intersection operates with an AM CLV of 1486 (under background conditions) and the proposed development will cause a minimal increase to 1489.

We also support providing the Master Plan recommended non-auto facility (Olney Transit Center) on the hospital campus as satisfaction of both PAMR and LATR requirements for this site as long as it conforms with DOT requirements for such site.

Thank you for the opportunity to review this Traffic Impact Study. If you have any questions or comments regarding this letter, please contact Dewa Salihi or Sam Farhadi at (240) 777-2197.

Sincerely,

Gregory M. Leck, P.E., Manager
Development Review Team

cc: Craig Hedberg, the Integrated Transportation Solutions Inc
Gary Erenrich, DOT
Bruce Mangum, DOT
Sam Farhadi, DOT TEO
Dewa Salihi, DOT TEO

MAR 30 2009

Division of Traffic Engineering and Operations

101 Orchard Ridge Drive, 2nd Floor • Gaithersburg, Maryland 20878
Customer Service 240-777-6000 • Main Office 240-777-2190 • 240-777-6013 TTY • 240-777-2080 FAX
trafficops@montgomerycountymd.gov



Martin O'Malley, Governor | Anthony G. Brown, Lt. Governor

John D. Porcari, Secretary | Neil J. Pedersen, Administrator

Maryland Department of Transportation

February 24, 2009

Re: Montgomery County MD 108 Physicians Office Buildings

Attachment No. 8

Mr. Shahriar Etemadi Transportation Coordinator M-NCPPC 8787 Georgia Avenue Silver Spring, Maryland 20910

Dear Mr. Etemadi:

Thank you for the opportunity to review the Revised Traffic Impact Study Report dated January 2009 by Integrated Transportation Solutions (ITS), Inc. (received by the EAPD on January 21, 2009) that was prepared for the proposed Physicians Office Buildings development in Montgomery County, Maryland. The major report findings and the Maryland State Highway Administration (SHA) comments and conclusions are as follows:

- Access to the 130,000 square feet of Medical Office Space is proposed from one (1) full movement site access driveway on Prince Philip Drive (a County roadway).
• The traffic report determined that the proposed development would negatively impact the MD 108 at Old Baltimore Road intersection (by increasing the inadequately operating intersection CLV by 3 as compared to the Background Condition).
• In order to satisfy both the Local Area Transportation Review (LATR) and the Policy Area Mobility Review (PAMR), the applicant has proposed to construct a Transit Facility that will include bays and shelters for four (4) buses along the east side of Prince Philip Drive.

My telephone number/toll-free number is Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street · Baltimore, Maryland 21202 · Phone: 410.545.0300 · www.marylandroads.com

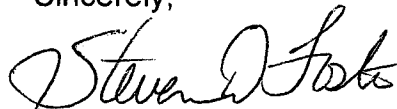


Mr. Shahriar Etemadi
Page 2 of 2

In order to mitigate the site traffic impact at the M0 at Old Baltimore Road intersection, SHA recommends that the M-NCPPC consider the requirement for the applicant to widen westbound MD 108 to provide a second left turn lane at the MD 108 at Old Baltimore Road intersection rather than the transit improvement that may or may not be approved by the Planning Board as an acceptable mitigation measure. }

Unless specifically indicated in SHA's response on this report, the comments contained herewith do not supersede previous comments made on this development application. If there are any questions on any issue requiring a permit from SHA on this application, please contact Corren Giles at (410) 545-5595 or cgiles@sha.state.md.us. If you have any questions or comments regarding the enclosed traffic report comments, please contact Larry Green at (410) 995-0090 x20.

Sincerely,



Steven D. Foster, Chief
Engineering Access Permits Division

cc: Mr. Bob French, SHA Office of Traffic & Safety
Ms. Corren Giles, SHA EAPD
Mr. Larry Green, Daniel Consultants, Inc.
Mr. Ken Harn, SHA Office of Traffic & Safety
Mr. Craig Hedberg, ITS, Inc.
Mr. Errol Stoute, SHA Traffic Development & Support Division
Mr. Morteza Tadayon, SHA Travel Forecasting Section
Mr. Jeff Wentz, SHA District 3 Office

**MONTGOMERY GENERAL HOSPITAL
SPECIAL EXCEPTION CHRONOLOGY
AS OF 12/3/07**

BA-2521	Granted 2/4/69	Special exception granted for construction of a hospital to replace the existing Montgomery General Hospital. Approved erection and use of 3 stories of a 4 story hospital. 4th floor to remain a shell until additional floors are needed, at which time Petitioner to return to BOA.
BA-2521	Granted 3/4/69	Amendment to Minutes on Petition of MGH to grant special exception for erection of six story hospital, with 4 floors to be used at outset and provision for use of 5th floor as need arises. 6th floor to remain a shell until additional floors are needed, at which time Petitioner to return to BOA.
BA-2979	Granted 3/23/71	Special exception granted to permit construction and operation of a 4 story, 40,400 SF medical and dental clinic (including pharmacy) to be connected to the hospital by tunnel. Parking for 202 vehicles.
BA-2979	Granted 5/9/72	Extension of time (1 year) granted to implement special exception for medical and dental clinic.
S-327	Dismissed 4/17/74	Petition dismissed without prejudice for failure to comply with posting requirements within three days after acceptance for filing. Petitioner permitted to refile without paying additional filing fee.
S-343	Granted 10/9/74	Special Exception granted to permit completion of 5th floor and continued use of 6th floor of existing hospital structure, and construction of 166 additional parking spaces. (Opinion notes that original SE provided 6th floor would remain a shell, but it was finished

		and used as psychiatric unit, while 5 th floor was left as a shell.) Addition of storm water detention basin enclosed by chain link fence, and emergency spillway. Addition of employees (39 on day shift, 27 on evening shift, 13 on night shift).
S-511	Granted 11/24/76	Special Exception granted to Woman's Board of MGH to permit operation of a service organization ("Thrift Shop").
S-343	Granted 3/22/78	Minor modification granted to permit erection of temporary structure NTE 4500 SF to serve as temporary housing for certain administrative functions. Temporary structures to be removed within six months of issuance of U&O permit for planned addition to existing hospital or medical clinic building.
S-640	Granted 9/13/78	Special Exception granted to permit addition of a professional building (medical clinic) and addition of 199 parking spaces.
S-343	Granted 5/7/80	Extension of time (3 years) granted to permit continued use and occupancy of temporary structures (trailers)
S-343	Granted 10/30/80	Minor modification granted to permit construction of addition to west end of present hospital to accommodate a 21' x 23' expansion to emergency room facilities.
S-640	Granted 5/5/82	Minor modification granted to permit installation and operation of incinerator at rear of main hospital building.
BA-2521, 2979	Granted 5/11/83	Extension of time (3 years) granted for use of and S-343 temporary structures (trailers) for another 3 years.
CBA-2521	Granted 9/28/87	Minor modification granted to permit 2400 SF MRI facility in a free standing building.

BA-2521-A	Granted 7/5/88	Modification granted to permit construction of a one-story, 5100 SF Cancer Treatment Center.
CBA-2521-B	Granted 10/5/90	Modification granted to permit construction of a Butler building to replace trailers
CBA-2521-C	Granted 8/5/91	Modification granted to permit construction of two-story administrative office building adjoining the east side of the existing hospital; and construction of a one-story addition to the front of the existing hospital
S-1920 and S-1921	Granted 4/30/92	Special Exception granted to MGH and Winter Growth, Inc. to permit adult day care facility for the elderly and a group residence for 9-14 elderly persons.
CBA-2521-D	Granted 5/1/92	Modification granted to permit increase in on campus parking near Physicians Office Building; expansion of administrative office and storage space by utilizing residential structures on Prince Philip Drive; construction of additional recreational facilities near Thrift Shop and northern parking lot
CBA-2521-E	Granted 4/9/93	Modification granted to permit expansion of main hospital building (40,000 SF, two-level addition) and construction of 152 space parking lot to rear of hospital.
CBA-2521-F	Granted 11/17/93	Modification granted to permit construction of ambulatory care center and three-level parking structure.
CBA-2521-E	Granted 5/17/95	Administrative modification granted to permit modification of Condition No. 6 to permit commencement of construction of sidewalk in fall, 1995.
CBA-2521-F	Granted 1/31/96	Extension of time granted to implement

special exception (construction of ambulatory care center and parking structure) to 11/17/96.

CBA-2521-E	Granted 4/4/96	Administrative modification granted to permit modification of Condition No. 6 of Board's 4/9/93 Opinion relating to construction of sidewalk along Prince Philip Drive.
CBA-2521	Granted 4/4/96	Administrative modification granted to permit installation of signage.
CBA-2521-F	Granted 2/21/97	Extension of time granted to implement special exception (construction of ambulatory care center and parking structure) to 11/17/97.
CBA-2521-F	Granted 6/3/98	Extension of time granted to implement special exception (construction of ambulatory care center and parking structure) to 5/17/98.
CBA-2521-F	Granted 7/9/98	Extension of time granted to implement special exception (construction of ambulatory care center and parking structure) to 9/17/98.
CBA-2521-F	Granted 12/15/98	Extension of time granted to implement special exception (construction of ambulatory care center and parking structure) to 1/31/99.
CBA-2521	Denied 7/7/00	Administrative Modification denied to expand Cancer Treatment Facility. Expedited public hearing granted.
CBA-2521-G	Granted 7/19/00	Modification granted to permit expansion and construction of 275 SF addition to the Cancer Treatment Facility
CBA-2521-H	Granted 9/6/01	Modification granted to permit construction of two-floor vertical expansion of 34,000 SF on top of existing

North Wing of hospital, and construction of an elevator to link all ultimate four floors of the North Wing

S-1921	Granted 8/26/03	Minor modification granted to MGH and Winter Growth, Inc. to update approvals to be consistent with current law permitting 9-16 residents, including any staff members residing at the group home.
S-511	Granted 3/9/05	Administrative modification granted to Woman's Board of MGH to permit the following modifications to the Thrift Shop: 3 storage trailers for Thrift Shop; storage shed; change in Saturday hours of operation; change in number of volunteers; and a second driveway entrance. Show Cause hearing dismissed.
CBA-2521-I	Pending	Major modification proposed to permit a three story addition to the existing hospital building; a new elevator to connect to all six floors of the Hospital "tower"; a two-level addition to the east end of the existing hospital building; relocation of the helipad to a structure north of the new west addition; an increase of 56 spaces of additional surface parking and improved circulation for ambulances; and renovation of approximately 31,000 square feet of existing hospital space.



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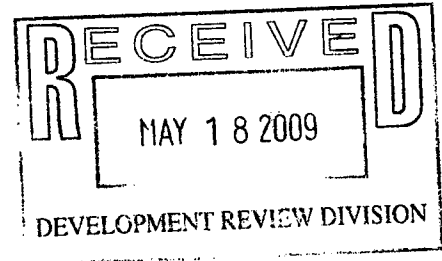
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** All attorneys admitted in Maryland and where indicated*

JSKLINE@MMCANBY.COM

May 14, 2009

Office of Zoning and Administrative Hearings
Stella B. Werner County Office Building
100 Maryland Avenue
Rockville, MD 20850



RE: Special Exception Case No. CBA-2521-J;
Petition of Montgomery General Hospital, Inc.

Dear Ms. Brewer:

Pursuant to the provisions of Section 59-A-4.24 of the Montgomery County Zoning Ordinance, the Petitioner in Special Exception Case No. CBA-2521-J hereby amends its application to include a request, if found to be necessary, to waive the strict application of Section 59-E-3.7 of the Montgomery County Zoning Ordinance. Section 59-E-4.5 authorizes the Board of Appeals to waive any requirement in Section 59-E that it deems appropriate. The attached materials, which we ask be made an exhibit in the record of this case, are intended to seek such a parking waiver if it is thought or found that a parking rate for uses other than "offices, medical practitioner" is thought to be applicable to the proposed physician office buildings that are the subject of Case No. CAB-2521-J.

Attached for inclusion in the record of Case No. CBA-2521-J:

1. Petitioner's Parking Waiver Request and Justification.
2. Labels for all adjoining and confronting property owners.

EXHIBIT 3

We request that these materials be incorporated in the record of this case after the mailing of notice to adjoining and confronting property owners.

Sincerely yours,

MILLER, MILLER & CANBY

A handwritten signature in black ink that reads "Jody Kline". The signature is written in a cursive, slightly stylized font. A thick horizontal line is drawn above the signature, extending from the left edge of the signature to the right edge of the signature.

Jody S. Kline

Enclosures

cc: Elsabett Tesfaye
Ralph Wilson
Martin Klauber, Esquire

**BEFORE THE BOARD OF APPEALS
FOR MONTGOMERY COUNTY, MARYLAND**

In the Matter of the Petition :
of MONTGOMERY GENERAL HOSPITAL, INC. for itself :
and for MGH DIVERSIFIED SERVICES, INC., a related entity, : **Case No. CBA-2521-J**
for Modification of a Special Exception for a Hospital :

PETITIONER'S PARKING WAIVER REQUEST AND JUSTIFICATION

Pursuant to the provisions of Section 59-E-4.5 of the Montgomery County Zoning Ordinance, Petitioner, Montgomery General Hospital, Inc. ("Petitioner" and "MGH"), requests a waiver of that parking regulation that governs the number of parking spaces imposed by Section 59-E-3.7 for the reasons set forth below (if it is determined that such waiver is necessary).

The foregoing special exception modification petition seeks approval to construct two physician office buildings (totaling 120,000 square feet of gross floor area) that will house doctors with privileges at Montgomery General Hospital on a currently vacant area of its West Campus property (located west of Prince Philip Drive and north of Olney-Sandy Spring Road).

For the proposed use, Petitioner believes that the most appropriate parking rate/standard under Section 59-E-3.7 of the Zoning Ordinance is the "Office, medical practitioner" rate, which requires 4 parking spaces per medical practitioner. MGH anticipates that the two physician office buildings will accommodate a maximum of 120 practitioners, or 1 practitioner per 1,000 square feet of gross floor area. Therefore, Petitioner calculates that a minimum of 480 parking spaces (120 practitioners x 4 spaces per practitioner = 480 spaces) for the proposed use is required pursuant to

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Section 59-E-3.7. Petitioner's proposal provides a total of 499 surface parking spaces (equivalent to 4.16 parking spaces per practitioner/1,000 square feet) located to the rear and side of the two buildings.

However, there is some confusion as to what parking rate in Section 59-E-3.7 is applicable to physician office buildings, particularly those located in close proximity to hospitals or those located close to transit facilities. As indicated by the chart below, a general survey undertaken by Petitioner of various existing physician office buildings located within the County uncovered a wide range of parking ratios.

Property Address / Name	Year Built	Parking Rate (spaces / building SF)
9715 Medical Center Dr. – Medical Plaza I ¹	1980	4 / 1000
9711 Medical Center Dr. – Medical Plaza II ¹	1986	4 / 1000
15001 Shady Grove Rd. – Shady Grove Professional Center	May 1999	4 / 1000
9850 Key West Ave. – Shady Grove Medical Village II	August 1999	3.6 / 1000
15005 Shady Grove Rd. – Shady Grove Professional Center II	June 2002	3.3 / 1000
20500 Seneca Meadows Pky – Suburban Wellness Center	October 2002	4 / 1000
14955 Shady Grove Rd. – Fallsgrove Village Office Center	December 2002	3.75 / 1000

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Property Address / Name	Year Built	Parking Rate (spaces / building SF)
19735 Germantown Rd. – Building 1 ²	September 2003	3.7 / 1000
1400 Forest Glen Rd. – Campus @ Holy Cross ³	December 2003	3.5 / 1000
Southeast quadrant of Flower Ave. and Arliss Street – Long Branch Village Center	Not yet constructed; Planning Board approval – March 2006	3.4 / 1000

¹ Within walking distance to Shady Grove Adventist Hospital.

² Adjacent to Adventist Emergency Treatment Center.

³ Connected to Holy Cross Hospital.

Confusion relative to parking for medical office space is compounded by the fact that the Zoning Ordinance contains another medically related office use titled “Medical and dental clinic” which is a special exception use and is parked at the rate of five (5) spaces per 1,000 square feet of gross building area (Section 59-E-3.7). Definitions in the Zoning Ordinance do not adequately distinguish between the two uses so that it would be easy to understand the distinction between the two. Finally, confusion is assured because some POBs are incorporated in special exception applications for hospitals which use a totally separate parking standard. In such an instance, application of the hospital rate to a physician office building just because of its location on a hospital campus seems somewhat inadequate, but the medical/dental clinic rate of 5/1000 seems too high, especially when it is considered that many physician office buildings located in the

commercial areas of the County are parked closer to an office parking rate of 3 spaces per 1,000 square feet (as shown in the above chart).

Petitioner notes that some guidance toward selecting an appropriate parking rate for doctor's offices can be found in another special exception case (one involving a proposed "non-residential professional office" special exception use), which resulted in the application of a "blended" parking rate that took into consideration the two uses (residential and medical professional) found on the subject property. In Case No. S-2678, which involved the conversion of a home occupation into a medical practitioners' office (dental practice) for use of other than a resident of the building, pursuant to Section 59-G-2.36, the "Office, medical practitioner" rate (4 spaces per practitioner) was applied to meet the dental office portion of the parking requirements in addition to the two spaces required by Section 59-E-3.7 for the residence.

Petitioner believes that the "Office, medical practitioner" rate is the appropriate rate to be applied in the instant case, but if found to be otherwise, a parking waiver should nonetheless be granted to allow compliance with the "Office, medical practitioner" rate based on the information provided above and the following:

1. A Transit Center to be used by WMATA and County Ride-On buses will be located adjacent to the Hospital's East Campus surface parking area and within close proximity to the two physician office buildings proposed for the West Campus. The Hospital's special exception site plan incorporates sidewalk improvements along Prince Philip Drive as well as internal pedestrian paths that will facilitate convenient access to/from

the Transit Center. As such, Petitioner expects that the convenient location and accessibility of the Transit Center will encourage its utilization by a large contingent of POB employees and hospital staff as well as patients/visitors, negating the need to provide additional surface parking at a higher parking rate.

2. In addition, the Hospital's long-range development plans for the West Campus includes a future multi-level parking structure that will more than adequately accommodate the parking needs of the site at a potentially higher parking rate, but which would result in less environmental impact and impervious area than additional surface parking.

In summary, Petitioner believes that the category called "Offices, medical practitioner" is the most descriptive of the POBs proposed by the Hospital and that the applicable parking rate (4 spaces per practitioner) is most appropriate for the proposed use. Should any more intense parking rate be thought or found to be applicable, then MGH believes that its special situation warrants a relaxation and waiver of that more stringent rate for the reasons set forth above.

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Champlain at Environ Townhouse
Assoc., Inc.
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Raul & Alicia K. Cuervo
18206 Littlebrooke Drive
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Thomas J. & C. R. Wengert
18204 Littlebrooke Drive
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Jon E. and T. L. Rhoades
18202 Littlebrooke Drive
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Brett & Christina Marie Weiss
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Village of James Creek
Homeowners Association
c/o Pinnacle LC
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Catherine Burke, Board President
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MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

May 12, 2009

To: Elsabett Tesfaye
Build/Development Review Division

From: Frederick Vernon Boyd, Community Planner
East Transit Corridor Planning Team
Vision/Community-Based Planning Division

Subject: CBA-2521-J: Montgomery General Hospital

The 2005 Olney Master Plan recognizes the central role Montgomery General Hospital plays in Olney. The Plan notes that the hospital is the largest employer in the area and that the facility is expected to grow approximately 10 percent over the next 10 years.

While the Plan focuses commercial growth in Olney on the mixed-use Town Center and discourages rezonings or special exception petitions that are outside the Town Center, the Plan states that “future expansion of Montgomery General Hospital should be supported on its main campus as well as on the vacant site across the street from the main campus.”



The Division recommends approval of this special exception petition.

REFERRAL COMMENTS-1



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MEMORANDUM

TO: Elsabett Tesfaye, Planner Coordinator, Development Review Division
VIA: Stephen D. Federline, Master Planner, Environmental Planning Division 
FROM: Lori Shirley, Planner Coordinator, Environmental Planning Division 
DATE: May 7, 2009
SUBJECT: Special Exception Modification No. CBA-2521-J Montgomery General Hospital-MD Rte. 108 and Prince Philip Drive, Olney

RECOMMENDATION

Environmental Planning staff recommends **approval** of the above referenced special exception modification for the Montgomery General Hospital West Campus site with the following condition:

1. All development within the Patuxent River Primary Management Area (PMA) must demonstrate compliance with Chapter VII -D -1(d) of the Environmental Guidelines prior to DPS' issuance of a sediment and erosion control permit.
 - a. Apply enhanced SWM/BMPs to the entire site per the "non-conformance" criteria of the Environmental Guidelines in coordination with County DPS.
 - b. All plans in CBA-2521-J shall show the Patuxent River PMA delineation as shown on the PFCP.

FINDINGS

Staff finds no written evidence or information in the submission to explicitly support the required findings in Section 59-G-1.21(a) (6) of the Montgomery County Zoning Ordinance. However, based on information received verbally in meetings with the applicant, staff believes this modification will not conflict with the required findings. Staff recommends that the applicant submit a revised Statement of Operations into the record that documents support for the finding. Although these buildings are shown as medical offices, specific reference should be made to uses inherent to hospital operations that may be noisy or noxious, such as emergency generators or other mechanical equipment, if such equipment may potentially be used on this site.

Forest Conservation

The property is subject to the requirements of Chapter 22A of the county code - the forest conservation law. Staff recommendations on the preliminary Forest Conservation Plan (PFCP) have been forwarded to the Planning Board under separate cover for action. The Board must take action on the forest conservation recommendations prior to making final recommendations on the special exception modification. The Board's decision on the

REFERRAL COMMENTS-2

Special Exception Modification CBA-2521-J--Montgomery General Hospital
MD Rte 108 and Prince Philip Drive, Olney

forest conservation plan must be forwarded together with the Board's recommendations on the special exception.

Environmental Planning staff believes the expanding development of the Montgomery County Hospital campus would be more efficiently and effectively accomplished under the guidance of a comprehensive health campus master plan. Piecemeal reviews tend to reduce options for best accomplishing site-wide objectives related to environmental, forest, SWM, open space, and other essentials to good design of a medical campus.

Background/Proposal

The site is comprised of three parcels 120, 207 and 209 and contains 13.10 acres. This proposal represents a modification to previously approved Special Exception CBA-2521 associated with the main hospital facility located on the East Campus to expand the boundaries of the special exception area to the west side of Prince Philip Drive for property identified as the West Campus. The proposal is for the construction of two, four-story medical office buildings on the West Campus. Both proposed building's roof tops will have a green roof. This modification does not include any development activity at the East Campus where the existing hospital is located. The East Campus has continued to develop since the 1950's, with the most recent modification to CBA-2521-I in 2007. The site is in the Olney Planning Area.

The purpose of this memo is for a determination to be made regarding required findings in Section 59-G-1.21(a)(6) of the Montgomery County Zoning Ordinance as these relate to the proposed special exception modification.

Special Exception Required Findings

Section 59-G-1.21(a) (6) of the Montgomery County Zoning Ordinance reads as follows:

- (6) Will cause no objectionable noise, vibrations, fumes, odors, dust, illumination, glare or physical activity at the subject site, irrespective of any adverse effects the use might have if established elsewhere in the zone.*

Two meetings with the applicants and their representatives focused primarily on internal circulation/design and transportation-related aspects. Revised plans were submitted as dated stamped received on April 23, 2009. A Petitioner's amended Statement of Operations was included. The Statement does not provide sufficient information to address required findings in Section 59-G-1.21(a) (6) and how the proposal will not cause any objectionable noise, vibrations, fumes, odors, dust, illumination, glare or physical activity. However, based on information gained in the two meetings, Environmental Planning staff believes the proposal to be limited to the construction of two medical office buildings with related surface parking lot, and not hospital buildings with emergency vehicles, emergency back-up generators, oxygen equipment for surgical services for in- or outpatient accommodations, etc. Based on this information, the proposal can be found to be in compliance with this required finding; however, the applicant should submit a revised Statement of Operations to stipulate the proposal does not include these or

other non-inherent sources of noise, odors, and the like.

Environmental Guidelines

A Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) #420080480 was approved on November 14, 2007. The site is in the Hawlings River subwatershed of the Patuxent River basin and is designated as class IV-P waters. There are no streams, wetlands, and 100-year floodplain on-site; however, there are Patuxent River Primary Management Area (PMA) boundaries on the northern and southern thirds of the site. These boundaries roughly bisect the site from east to west into approximate thirds with the middle one-third of the site in-between the two outer thirds. Steep and severe slopes are on-site along areas of three property lines with the greatest concentration located at the entire north/northeast property lines. This property is not located within a Special Protection Area.

This site is subject to Chapter VII of the Environmental Guidelines: *The Patuxent River Watershed Primary Management Area (PMA)*. Environmental Planning staff noted in the June 23, 2008 Development Review Committee (DRC) comments, the site is located in a *non-conforming* zone of the Patuxent PMA, VII D-1(d) of the Environmental Guidelines. As a result, the site is subject to “nonconformance requirements” as described in that section of the Guidelines. The Guidelines require use of state-of-the-art best management practices (BMPs), innovative stormwater management (SWM), and/or environmental site design to provide enhanced protection to the Patuxent River and the public water supply reservoirs it contains, beyond normal requirements.

All revised plans received April 23, 2009, except for the preliminary Forest Conservation Plan (PFCP), exclude boundaries of the Patuxent PMA. All relevant plans in this modification must correctly show the Patuxent PMA boundaries as shown on the PFCP. Only the PFCP contains a general note (#21) regarding the site’s nonconforming status in the Patuxent PMA. This note and the plan itself do not adequately respond to the directives of the Environmental Guidelines for incorporation of appropriate BMPs into the design. In addition to green roofs, staff suggests consideration of other BMPs (i.e., bioretention) in the parking lot. County DPS should be consulted to explore BMP opportunities to their standards, appropriate to the overall development objectives for this site.

Forest Conservation

The site is subject to Chapter 22A Montgomery County Forest Conservation Law. Preliminary forest conservation plan recommendations shall be reviewed for action by the Planning Board as a regulatory item via separate memo dated May 7, 2009.

Master Plan Considerations

In the Olney Master Plan adopted in April 2005, the Environmental Resources Plan chapter recognizes the Patuxent River and Hawlings River watersheds as significant natural resources. This Planning Area includes a portion of the Patuxent River mainstem watershed and the entirety of the Hawlings River

watershed. The Hawlings River joins the Patuxent River mainstem downstream of the Triadelphia Reservoir. Waters from the Hawlings River combines with that from the mainstem to fill the Howard T. Duckett Reservoir further downstream, outside the Olney Planning Area. Because this site is within the Patuxent PMA, and given its location upstream of the regional public water supply reservoir, additional stormwater management methods (BMPs) to enhance water quality controls are appropriate as discussed in the above section. The current Olney Master Plan is silent to the future comprehensive review of the site. However, the applicants should explore preparation of a comprehensive health campus master plan for discussion purposes with Planning Department Vision Team members, to include consideration of implementing objectives in the Environmental Resources chapter with regard to the site's location in these two significant watersheds.

Stormwater Management

A stormwater management concept plan dated April 11, 2008, is the most current plan on file. On April 28, 2009, a copy of the DPS Stormwater Management Concept Plan Approval letter dated April 27, 2009 was e-mailed to the Environmental Planning Division. The PFCP shows a series of proposed underground stormwater filters with infiltration trenches. The DPS' approval letter describes on-site water quality controls and on-site recharge areas as a combination of pre-treated underground filtration devices and recharge trenches. The two proposed green roofs will add to water quality treatment.

The applicant should explore with County DPS opportunities for BMPs (i.e., bioretention) in the parking lot, to DPS standards. This effort should recognize the site's location in two significant watersheds, including the Hawlings River's function in relation to the Howard T. Duckett Reservoir and the non-conformance criteria in the Environmental Guidelines.

Green Building

The applicant intends to provide two green roof tops on both proposed medical office buildings toward the minimum LEED certification requirements to address the County Council's Green Building legislation.


SDF:LS


Z:CBA2521J_MontGenHospSE_ls_docxsf



MEMORANDUM, Site Plan Section

To: Elsabett Tesfaye, Senior Coordinator
Development Review Division

From: Sandra Pereira, Senior Planner 
Development Review Division

Via: Robert Kronenberg, Supervisor 
Development Review Division

Subject: CBA 2521-J, MONTGOMERY GENERAL HOSPITAL

Date: 5/1/2009

The subject site is located in the northwest quadrant of the intersection of Sandy Spring Road and Prince Phillip Drive, in the R-60 zone. Special Exception No. CBA-2521-J proposes the construction of two additional physicians' office buildings on Montgomery General Hospital's West campus, containing a total of approximately 120,000 square feet of floor area.

Buildings and Structures

The two buildings are located along Prince Phillip Drive within the 50-foot required setback. They are slightly south of the intersection of Prince Phillip Drive and Brooke Farm Drive, where the slope between the site and the street is minimal. This allows for a better spatial relationship between the buildings and the street than further north on the site where there is a steeper slope. The buildings are oriented inwards towards the site with the main entrances facing a shared drop-off area and parking lot beyond. Staff recommends that final design of the buildings facades conform to the architectural elevations stamped "Received" by MNCPPC on April 22, 2009, in terms of materials, fenestration, and entrances. The two buildings are an identical mirror image of each other with four stories, a green roof with 90 percent minimum coverage, and loading areas on the outside edge.

Open Spaces

The main open space provided is located in between the buildings and it provides a pedestrian connection between Prince Phillip Drive and the two building entrances. In addition, this landscaped courtyard also provides opportunities for seating and enjoyment. There is additional open space to the northeast of the subject site, which appears to be for

REFERRAL COMMENTS-3

a future building. However, in the interim, it could be used as an amenity area for activities associated with the office buildings.

Landscape Areas

The landscape plan meets the internal landscaping requirements for parking facilities, creates an adequate buffer from the adjacent residential properties to the west, and beautifies the entrances to the building. The plant materials consist of a mix of native shade trees with groundcover and perennial plantings along the 10-foot wide parking lot islands; and a mix of evergreen, shade and ornamental trees along the approximate 40-foot-wide landscaped buffer on the western property boundary. Staff recommends that the parking lot islands be designed to allow for bioretention of the stormwater runoff and that the plant material be adjusted as needed to tolerate wet/dry conditions. Bioretention avoids the need for irrigation using potable water, which counts as LEED points, at the same time that it reduces and treats stormwater runoff. Staff also recommends additional street plantings along the Prince Philip Drive right-of-way and the rear of the two buildings in order to reinforce the 4-sided nature of the buildings and to enhance the pedestrian environment along Prince Phillip Drive. In addition, the ornamental tree plantings in the courtyard should be extended along the proposed sidewalk connector until it meets the sidewalk along Prince Phillip Drive.

Lighting

The lighting plan adequately and efficiently covers the main vehicular access to the site, as well as the parking and loading areas, in order to create a safe vehicular and pedestrian environment. The light fixtures proposed are full cut-off and pole-mounted with a total height of 25 feet above grade. In contrast, the landscape courtyard in between the buildings that serves as a pedestrian access point from the main campus of the Hospital does not have any lights proposed. Staff recommends adding pedestrian-scaled light fixtures with a maximum height of 12 feet to adequately illuminate this area and to create a safe pedestrian environment.

Pedestrian and Vehicular circulation systems

The application proposes one vehicular access point to the site, which does not create an adequate or efficient circulation system for a site with 499 parking spaces. After drop-off/pick-up, vehicles will have to navigate through the parking lot back to the entrance of the site in order to exit. A second vehicular access point immediately north of the buildings and opposite to Brooke Farm Drive would create a more desirable vehicular circulation system because it would streamline vehicular circulation onsite by separating drop-off/pick-up traffic from parking. Locating the second access point opposite to Brooke Farm Drive allows for a more efficient access to the site, even if additional buildings are proposed in the future, than locating it opposite to the hospital's main campus, which would create a longer stretch for vehicles to travel before they could exit the site. In addition, as proposed, additional points of conflict exist at the confluence of the entrance to the site with the first loading area, the handicapped spaces and the drop-off area. Staff recommends that all parking spaces have the standard dimensions of 8.5

feet by 18 feet in accordance with the Montgomery County Zoning Ordinance. Pedestrian circulation within the site is adequate, safe and efficient.

RECOMMENDATION

Site Plan Staff recommends approval of Application CBA 2521-J for the Montgomery General Hospital with the following conditions:

Architecture

Add note to plans that “The final design of the building façade will substantially conform to the architectural renderings presented, including materials, fenestration, and entrances.”

Landscaping

- 1) Provide additional street tree plantings along the Prince Philip Drive public right-of-way unless otherwise directed by MCDOT.
- 2) Provide additional plantings in the rear of the two buildings.
- 3) Extend the ornamental tree plantings in the courtyard, along the pedestrian sidewalk connecting to the sidewalk along Prince Phillip Drive.
- 4) Direct the surface runoff from the parking lot to bioretention swales in the parking lot islands and adjust the plant material as needed to tolerate wet/dry conditions.
- 5) Show planting plan for green roof.
- 6) Provide a list of alternate plant material to be approved by Site Plan Review Staff and Environmental Planning Staff prior to approval of the Certified Site Plan and Final Forest Conservation Plan.

Lighting


Provide pedestrian-scaled light fixtures with a maximum height of 12 feet to adequately illuminate the landscaped courtyard area and to create a safe pedestrian environment.


Pedestrian and Vehicular circulation systems

All standard parking spaces shall be a minimum of 8.5 feet x 18 feet paved surface, in accordance with the Montgomery County Zoning Ordinance.

INTEROFFICE MEMORANDUM

To: Elsabett Tesfaye, Coordinator
Development Review Division

From: Erin Grayson, Senior Planner 
Development Review Division

Via: Catherine Conlon, Supervisor 
Development Review Division

Subject: CBA-2521 J, Montgomery General Hospital

Date: 5/1/2009

RECOMMENDATION OF SUBDIVISION SECTION STAFF

A preliminary plan of subdivision is required to consolidate unrecorded parcels and record the property as well as to establish an Adequate Public Facilities validity period for the project. Both the proposed and existing buildings (Women Board Thrift Shop) will be subject to Adequate Public Facilities requirements. A finding of adequate and safe vehicular and pedestrian access/circulation will be necessary. Frontage improvements will be required at the time of preliminary plan per Section 50-24 of Chapter 50, the Subdivision Regulations.

Tesfaye, Elsabett

From: Fothergill, Anne
Sent: Tuesday, July 29, 2008 2:22 PM
To: Tesfaye, Elsabett
Subject: Special Exception CBA-2521-J

The Historic Preservation Section has no comments on the Special Exception request of Montgomery General Hospital in Olney as no designated historic resources are affected.

thanks,
Anne

Anne Fothergill
Planner Coordinator
Historic Preservation Section - Countywide Planning
Montgomery County Planning Department
The Maryland-National Capital Park and Planning Commission
1109 Spring Street, Suite 801
Silver Spring, MD 20910
301-563-3400 phone
301-563-3412 fax
<http://www.mc-mncppc.org/historic/>

REFERRAL COMMENTS-5

MEMORANDUM

April 30, 2009

TO: Elsabett Tesfaye, Development Review Division - MNCPPC

FROM: Sarah R. Navid
Right-of-Way Permitting and Plan Review Section

SUBJECT: Montgomery General Hospital, Special Exception CBA-2521-J

We have reviewed the site plan and offer the following comments with respect to site circulation and access:

Driveways

Notwithstanding the controversy over a possible future extension of Appomattox Drive, it is our judgment that the provision of two rather than one driveway on Prince Phillip Drive would allow greater convenience and efficiency in site circulation for the two medical office buildings. A second driveway would allow “drop-off only” vehicles, to egress the site without recirculating through the parking aisles, which are designed to minimum dimensions. Also, given the number of spaces in the parking lot (500±) and its relatively long length, a second driveway provides not only more convenient access to Prince Phillip Drive but would allow more equal utilization of the parking spaces with less internal driving down long parking aisles.

Prince Philip Drive

Depending on whether improvements are made to Prince Philip Drive, the Department of Permitting Services will have specific driveway design requirements and may have right-of-way restoration requirements (such as removal of the old asphalt driveway apron) adjacent to the site. These requirements will be provided at future development plan review stages and/or at permitting when additional information is available.

Thank you for the opportunity to comment on this plan.

cc: Greg Leck – DOT
Jody Kline – Miller, Miller & Canby
Cherian Eapen – MNCPPC

Tesfaye, Elsabet

From: Leck, Gregory [Greg.Leck@montgomerycountymd.gov]
Sent: Thursday, April 30, 2009 4:50 PM
To: Tesfaye, Elsabet; Eapen, Cherian
Cc: Jody Kline; slcho@mmcanby.com; Bill Landfair ; itsinc@erols.com; Farhadi, Sam; Salihi, Dewa; Mangum, Bruce; Moss, David; Erenrich, Gary; Corren V. Giles; Brush, Rick
Subject: Special Exception CBA-2521-J, Montgomery General Hospital - DOT comments on revised plan

Hello Elsabet & Cherian,

Please accept this e-mail as the Department of Transportation's review comments on the April 17, 2009 Supplemental Transportation Analysis (received at our meeting on April 20, 2009) and the April 22, 2009 revised plan (which we received today):

- The new location of the proposed monumental entrance to serve the Physicians 3 & 4 buildings is acceptable.
- The sight distances study for the new entrance location is acceptable.
- We concur with the applicant's proposal to construct the Olney Transit Center on the Hospital's East Campus to satisfy their LATR and PAMR mitigation requirements.
- Applicant will need to obtain a permit & bond to reconstruct Prince Philip Drive [as a four-lane closed section arterial roadway, between Olney-Sandy Spring Road (MD 108) and approximately the north end of the Hospital's East Campus] as a prerequisite to DPS approval of the record plat. Details to be determined at the preliminary plan stage.
- At the preliminary plan stage, we will need the applicant's consultant to provide a post-development volumes queuing study for the southbound thru/right turn lane on Prince Philip Drive at Olney-Sandy Spring Road (MD 108). Depending on the results of that study, the applicant may need to dedicate additional right-of-way and construct an exclusive right turn lane.
- Construction of roadway improvements (which add traffic capacity) and/or the Olney Transit Center may be eligible for impact tax credits.
- Additional development on this parcel will necessitate construction of a second driveway entrance onto Prince Philip Drive. If a second driveway entrance is not provided under this phase of the site development, we recommend the private stormwater management facilities be designed and constructed in a manner that will not preclude construction of that future driveway.

Thank you for your cooperation and assistance. If you have any questions or comments regarding this e-mail, please contact me at your earliest convenience.

Greg

Greg Leck, Manager
Development Review Team
Division of Traffic Engineering and Operations
Montgomery County Department of Transportation