



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

MCPB Date: March 20, 2014
Consent Agenda Item No. _____

MEMORANDUM

TO: Montgomery County Planning Board

FROM: Rose Krasnow, Deputy Planning Director

VIA: Glenn Kreger, Chief, Area 2 Division *GK*
Khalid Afzal, Supervisor, Area 2 Division *KA*
Patrick Butler, Senior Planner, Area 2 Division *PB*

DATE: March 6, 2014

Re: Corrections to the Staff Report for Preliminary Plan 120110160 Shady Grove Adventist Hospital

At its regularly scheduled meeting on January 23, 2014, the Planning Board approved Preliminary Plan 120110160, Shady Grove Adventist Hospital. At the hearing, Staff presented the Board with certain edits to the Staff report, including 1) a modification of Condition No. 4 and 2) a modification to the CLV values and a clarification of the required intersection improvements on page 22. However, the modification to Condition No. 4 as shown in the Staff presentation did not remove all of the language that Staff intended to remove, and the modifications to the CLV values shown at the hearing were not correct. Staff seeks Board approval to correct these errors, as described below.

In addition, Condition No. 8 as shown in the Staff report should have been divided into two separate conditions. Staff is not proposing to modify any language in Condition No. 8, but feels that dividing the condition into two separate conditions adds clarity.

Staff has discussed the proposed corrections with the applicant, who fully supports these corrections. Preliminary Plan 120110160 was not opposed.

Staff requests that the Board approve the following changes to ensure consistency and clarity regarding the approval of the Preliminary Plan and associated Resolution.

Summary of Requested Corrections

Condition No. 4:

4. The Applicant must satisfy the Local Area Transportation Review (“LATR”) test by providing the following intersection improvements:
 - a. Key West Avenue-West Montgomery Avenue (MD 28) and Shady Grove Road:
 - i. Extend the third left-turn lane on eastbound Key West Avenue through participation in the previously established Road Club of the developers of Preliminary Plan No. 120110080, 9800 Medical Center Drive and Preliminary Plan No. 11986115C, Johns Hopkins University (JHU)-Montgomery County Medical Center (MCMC).
 - ii. The Applicant must contribute the equivalent prorata cost of adding a fourth westbound lane ~~and removing the second northbound left turn lane~~ towards implementation of the Corridor Cities Transitway.
 - b. Key West Avenue (MD 28) and Omega Drive-Medical Center Drive: Reconfigure the left-most through lane on southbound Omega Drive to a second left-turn lane consistent with the same condition of approval required of the developer of Preliminary Plan No. 120120180/Site Plan No. 820120130, Mallory Square.
 - c. Great Seneca Highway (MD 119) and Sam Eig Highway: Construct a third eastbound through lane on Great Seneca Highway with the necessary traffic signal modifications through the participation in the Road Club of the developers of Preliminary Plan No. 120110080, 9800 Medical Center Drive, and Preliminary Plan No. 11986115C, JHU-MCMC.
 - d. Great Seneca Highway and Muddy Branch Road: Construct a second left-turn lane on northbound Muddy Branch Road and a second left-turn lane on westbound Great Seneca Highway with the necessary traffic signal modifications through participation with the developer of Preliminary Plan No. 11986115C, JHU-MCMC.

Condition No. 8:

8. The Applicant must construct the private streets to corresponding public road standards and in accordance with Montgomery County Road Code standard 2005.02 for streets B-8, B-15, and B-16 and Road Code standard 2005.01 for street B-12, including sidewalks and amenities, unless modified by MCDOT and the Planning Board at the time of site plan review. The design of these master-planned roads must also comply with the *Great Seneca Science Corridor Master Plan*, and the Master Plan’s Urban Design Guidelines. The final extent, delineation and alignment of these streets shall be determined at the time of site plan review. ~~The Applicant must ensure that any subsequent site plans for the Subject Property reflect the latest Maryland Transit Administration (“MTA”) alignment and design of the CCT along the east side of Broschart Road and the CCT station on the Applicant’s side of Broschart Road near the intersection of Blackwell Road.~~
9. The Applicant must ensure that any subsequent site plans for the Subject Property reflect the latest Maryland Transit Administration (“MTA”) alignment and design of the CCT along the east side of Broschart Road and the CCT station on the Applicant’s side of Broschart Road near the intersection of Blackwell Road.

An additional intersection improvement could result in ~~reducing~~ the total ~~post development~~ ~~improved~~ CLV value ~~from remaining at 1,421 to 1,315~~ during the AM peak hour, and ~~being reduced~~ from 1,514 to 1,405 during the PM peak hour.