




**Washington Adventist Hospital, Site Plan Amendment 82008021K**

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**Staff Report Date: 9/14/2020**

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**Description**

Request to amend several conditions of the prior Site Plan Amendment J including the existing Street B-5 (also known as Healing Way) from public to private ownership, the construction of the cross-section of Street B-5, and the construction of Bikeway LB-8; reallocate square footage of medical office use to hospital-related use in Building A; reallocation of square footage and increase building height for the addition of an eighth-floor atop the Main Hospital; addition of a vestibule, and revisions to site plan drawings.

Location: West side of Plum Orchard Drive, approximately 400 feet south of Broadbirch Drive.

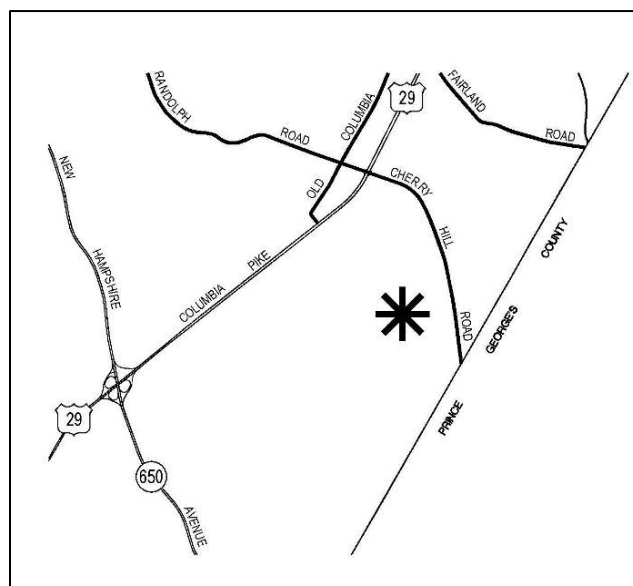
Master Plan: 2014 *White Oak Science Gateway Master Plan*.

Size: 44.86 acres.

Zone: Life Sciences Center (LSC) 1.0, H-200.

Applicant: Adventist Healthcare, Inc.

Acceptance Date: August 19, 2020.



**Summary**

- Staff recommends approval with conditions.
- The proposed amendment is being reviewed under the Zoning Ordinance in effect before October 30, 2014.
- To respond to the COVID-19 public health crisis by meeting the long-term need for patient beds in Montgomery County, Amendment K seeks to increase the height from 145 feet to 175 feet (via the modification of Condition No. 8a of Site Plan 82008021) and reallocate 21,857 of approved square footage for the Property to the main hospital building to add a new floor.

- The proposed amendment modifies Condition No. 6 of Site Plan 82008021J from public to private ownership of Master Planned Road B-5 (Healing Way). Recently it was determined by the Montgomery County Department of Transportation (MCDOT), the Montgomery County Department of Permitting Services (MCDPS), and the Office of the County Attorney that the County could not accept the road as public right-of-way because Street B-5, as constructed, does not qualify for several necessary design exceptions to public road standards and does not meet the recommended 70-foot width per the Master Plan.
- The proposed amendment modifies Condition No. 7 and 8 of Site Plan 82008021J for the cross-section of Street B-5 and the construction of Bikeway LB-8, respectively, which directs the Applicant to seek a refund of bond money from DPS because these facilities have been constructed.
- The proposed amendment modifies Condition No. 30 of Site Plan 82008021J for the requirements of the Certified Site Plan.
- Amendment K seeks to increase the height from 145 feet to 175 feet (via the modification of Condition No. 8a of Site Plan 82008021) and reallocate 21,857 of approved square footage for the Property to the main hospital building to add a new floor.
- The Amendment will maintain the approved site layout and the current approved Gross Floor Area of 803,570 square feet.
- The proposed amendment will reallocate 135 square footage from the future hospital to the main hospital to construct a vestibule, and envisions a future pergola/shade structure to be constructed at a later date.
- The proposed amendment modifies the Data Table to increase the net total parking spaces by three (3) spaces from 1,204 spaces to 1,207 spaces, which reflects repurposing 15,500 square feet of medical office use in the Ancillary Hospital Facility to hospital-related uses.
- The proposed changes meet all development standards of the applicable zone and do not modify the original findings of the approval.
- Staff has not received community correspondence regarding this amendment.

## SECTION 1: RECOMMENDATION AND CONDITIONS

Staff recommends approval of the Site Plan Amendment 82008021K, subject to conditions listed below. All site development elements shown on the latest electronic version of Site Plan Amendment 82008021K submitted via ePlans as of the date of this Staff Report are required. All previously approved plans, findings, and conditions of approval remain in full force and effect, including the current approved Gross Floor Area of 803,570 square feet, except as modified herein:

Condition No. 8a of Site Plan 820080210, as modified herein (the deleted text is in strikeout and the new text is underlined):

8. Uses

The proposed development shall be limited to the following uses:

- a. 8-story ~~7-story~~ above-grade main hospital building (plus penthouse level) and attached faith center.

Conditions Nos. 6, 7, 8, 30 and 32 of Site Plan 82008021J, as modified herein (the deleted text is in strikeout and the new text is underlined):

6. ~~Due to MCDOT's determination that the County cannot accept dedication of Master Planned Road B-5 because only 62 feet of right-of-way is currently available (vs. Prior to certification of Site Plan Amendment No. 820080021J, the Applicant must obtain a Design Exception approval from MCDOT and a waiver from DPS for the 62-foot reduced right-of-way 70-foot per the White Oak Science Gateway Master Plan), the road will remain private along with Master Planned Bikeway LB-8, while allowing for public access to both the road and the bikeway, and must submit a third-party certification stating compliance with the site plan and county standards, for roadway B-5. Prior to August 25, 2019, the Applicant must submit a deed of dedication for review and approval by MCDOT to dedicate up to 62 feet of right-of-way (ROW) for Street B-5 located on the Subject Property as shown on the Certified Site Plan and must execute the deed of dedication upon MCDOT approval.~~
7. ~~Prior to December 31, 2019, the Applicant must construct the cross-section of Street B-5 per the applicable Montgomery County Standards and as shown on the Certified Site Plan and approved by MCDOT. If the Applicant is unable to complete Street B-5 as prescribed, the Applicant is liable for the actual costs of completion. The Applicant has already posted a right-of-way bond with MCDOT (ROW 370201).~~
8. ~~Prior to December 31, 2019, the Applicant must construct Bikeway LB-8 on the east side of Street B-5, as shown on the Certified Site Plan. Prior to certification of Site Plan Amendment No. 82008021J, the exact location, design and construction of the bikeway must be approved by the MCDOT, Division of Traffic Engineering and Operations and Division of Transportation Engineering. If the Applicant is unable to complete the bikeway as prescribed, the Applicant is liable for the actual costs of completion of the work to be approved by MCDOT. The Applicant has already posted a right-of-way bond with MCDOT (ROW 370201).~~

### 30. Certified Site Plan

Before approval of the Certified Site Plan, the Applicant must make the following revisions, provide the following information subject to Staff review and approval, and/or re-confirm prior conditions as noted below:

- a. Include the stormwater management concept approval letter, development program, and Preliminary Plan resolutions on the cover sheet(s).
- b. Ensure the Site Plan is in full compliance with the MCDOT letter dated June 12, 2020. As Healing Way will be maintained privately, remove any associated references to right-of-way and Public Improvement Easement (PIE) or modify accordingly.
- c. The Applicant must confirm with DPS that proposed changes do not negatively impact fire department vehicular access or water supply for the existing building.
- d. Add a note that the proposed 8<sup>th</sup> floor on the Main building will be consistent with the previously approved architectural program for the building.
- e. Ensure consistency of all details and layout between Site, Landscape, FCP, and architectural plans. Revise all landscaping, building modifications, and other elements to be consistent with the Planning Board's approval.
- f. Revise all plan notes to reflect that the future pergola/shade structure location is shown for reference only and shall be a future improvement to be constructed at a later date.
- g. The Applicant must show the private road area for Street B-5/Healing Way with Book and Page number reference to the covenant recorded.
- h. The Applicant must show the final cross-section and Design Standards for Street B-5 to Road Code Standard MC-2005.02, as modified.

32. The development is limited to a maximum height of 175 feet, as measured from the building height measuring point, as illustrated on the Certified Site Plan.

New conditions below in underlined text follow the existing numbering of the approved Site Plan 82008021J:

### Master Plan Road B-5

33. The Planning Board has accepted the latest recommendations of the Montgomery County Department of Transportation ("MCDOT") in its revised letter dated June 12, 2020 and hereby incorporates them as conditions of the Site Plan approval. Therefore, the Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDOT provided that the amendments do not conflict with other conditions of the Site Plan approval.

### 34. Private Roads

The Applicant must provide Private Street B-5, now known as Healing Way, including any sidewalks, bikeways, storm drainage facilities, street trees, street lights, private utility systems and other necessary improvements as required by the Site Plan within the delineated private road area (collectively, the "Private Road"), subject to the following conditions:

- a. The Private Road must be subjected by reference on the plat to the Declaration of Restrictive Covenant for Private Roads recorded among the Land Records of Montgomery County, Maryland in Book 54062 at Page 338.

- b. The Applicant must deliver to the Planning Department, with a copy to the Montgomery County Department of Permitting Services, certification by a Professional Engineer licensed in the State of Maryland that the Private Road has been constructed in accordance with the paving detail and cross-section specifications required by the Montgomery County Road Code Standard MC-2005.02, as modified on this Site Plan, and that the road has been designed for safe use including horizontal and vertical alignments for the intended target speed, adequate typical section(s) for vehicles/pedestrians/bicyclists, ADA compliance, drainage facilities, sight distances, points of access and parking, and all necessary requirements for emergency access, egress, and apparatus as required by the Montgomery County Fire Marshal.
- c. In the future, if Street B-5/Healing Way is accepted by the County as a public right-of-way and dedicated, the above private road conditions, including the covenant, shall be released and are no longer required.



## SECTION 2: SITE DESCRIPTION AND BACKGROUND

### Site and Vicinity

The Property (outlined in red in Figure 1 below) is located in the 2014 *White Oak Science Gateway Master Plan* (Master Plan) area and is surrounded by industrial, technology, and commercial-retail uses within the West Farm Technology Park. The Master Plan rezoned the Property from Heavy Industrial (I-2) and Technology and Business Park (I-3) Zones to the Life Sciences Center (LSC) 1-0, H-200 Zone. The abutting Global Lifesci (Percontee) property and the County Site II property are both zoned Commercial Residential (CR-1.0) and are part of the mixed-use development known as Viva White Oak. Opposite Plum Orchard Drive is the loading area for several big-box retail uses (Target, Kohl's, and Pet Smart) in the Orchard Shopping Center, which is zoned CR-1.0. The remaining parcels to the south and east of the Subject Property comprise the U.S. Postal Service distribution facility, the State Highway Administration (SHA) maintenance facility, and a Marriott hotel. Additional uses are located directly west of the site fronting on Bournefield Way via Broadbitch Drive. South of Bournefield Way and west of the Property is the Washington Suburban Sanitary Commission (WSSC) property with the water tower.



Figure 1: The Subject Property and Vicinity Map

The Site drops in grade significantly from Plum Orchard Drive to the western boundary. It is within the Paint Branch watershed and contains a tributary of the Paint Branch that flows along the western boundary and through an existing stormwater management facility wet pond, which provides stormwater quantity control for the uses in the West Farm Technology Park. Associated with the stream is forested areas within the 100-year floodplains, and stream buffers. There are no known rare, threatened, or endangered species on site. There are no known historic properties or features on site. The Property is not located within a Special Protection Area.

## **Previous Approvals**

The Project has a long history of preliminary plan and site plan approvals, but only the most recent, relevant approvals are described below.

### Preliminary Plan Approvals

In 1982, a portion of the Property was included in the Preliminary Plan 119820680, then zoned I-3. In 1991, West Farm Technology Park re-recorded parcels approved under three different Preliminary Plans: 119820680, 119910380 and 119910390, for the approximately 113 acres on the west side of Cherry Hill Road approximately 2,000 feet southeast of its intersection with Colesville Road (US 29) in the *Fairland Master Plan* area.

### Adequate Public Facilities

The original APF approval for West Farm Technology Park was approved in 1982. On August 1, 1991, the Planning Board approved Preliminary Plan 119910390, which established a new 12-year APF validity period for two parcels (now part of the Property) to July 25, 2003. Some of the other parcels already had validity periods established until July 25, 2001. In 2001, these validity periods were further extended for an additional six years to 2009 and 2007, respectively. On May 9, 2008, the Planning Board granted an Adequate Public Facilities (APF) extension, and established the period until July 25, 2013, for five parcels associated with Preliminary Plans 119820680, 119910380, and 119910390 for 802,619 square feet of development. The APF validity period, which was set to expire on July 25, 2013, was further extended eight years through July 31, 2021, by four separate two-year automatic plan and APF validity extensions that the County Council granted by law.

### Special Exception S-2721

On October 27, 2008, the Board of Appeals approved a Special Exception for the Hospital in the I-1 and I-3 Zones. The proposal comprised 803,570 square feet of Hospital use including a 7-story acute care facility (the main Hospital building) with 294 beds and an Emergency Room, a two-story ambulatory care building connected to the main Hospital building by an enclosed pedestrian bridge, two medical office buildings, two multi-level parking structures, a faith center, a healing garden, a ground-level helipad, and amenity areas. A parking facilities waiver for the location of the northern parking garage in relation to the main building was also approved. The adequacy of the transportation facilities was linked to an extensive set of road improvements recommended by the Planning Board and the Montgomery County Department of Transportation (MCDOT) and conditioned by the Board of Appeals.

On September 22, 2010, administrative approval S-2721-A modified road improvements and added a required payment for additional traffic improvements.

### Site Plan Approvals

On April 24, 2009, the Planning Board approved Site Plan 820080210 for 802,805 gross square feet for a main Hospital building, an ambulatory care building, a faith center, and a medical office building, along with the associated parking facilities on 48.86 acres of I-1 and I-3 zoned land.

Beginning in February 2010, Site Plan Amendment A was the first in a long series of subsequent site plan amendments that ranged from architectural and site modifications to adjustments in triggers for various conditions of approval. A detailed summary of all plan amendments can be found in the Staff Report of Site Plan Amendment J dated July 7, 2019.

On July 22, 2016, the Planning Board approved Site Plan Amendment 82008021E for a total of 803,570 square feet of Hospital use including the main Hospital building, an ambulatory care building, two medical office buildings, the Center of Spiritual Life and Healing, two parking garages, a parking lot, a helipad, and associated parking and other improvements. The Applicant sought this amendment because the 2014 *White Oak Science Gateway Master Plan* rezoned the Property from I-2 and I-3 to the LSC-1.0, H-200, which allowed the Hospital use by right rather than as a conditional use (previously called special exception). After this rezoning took effect, the Applicant decided to proceed under the new LSC Zone pursuant to the new Zoning Ordinance that became effective on October 30, 2014 and extinguish the special exception approval for a hospital use on the Property.

On July 18, 2019, the Planning Board approved Site Plan Amendment 82008021J for the following modifications:

1. Provided a Grade Establishment Plan for Street B-5.
2. Indicated the location of two of the four bus shelters along Plum Orchard Drive.
3. Changed Street B-5 street name from “Kress Drive” to “Healing Way”.
4. Changed timing to Conditions of Approval for various items, including but not limited to the following:
  - a. Waiver for right-of-way (ROW) reduction for Street B-5.
  - b. Permanent cross-section of Street B-5 with a shared use path
  - c. Implementation of a series of roadway improvements prior to the Use and Occupancy permit for the main hospital building.
  - d. Improvements to Plum Orchard Drive and the intersections of Street B-5 and Broadbirch Drive.
5. Changed Building “A” to “Ancillary Hospital Facility/ Medical Pavilion.”
6. Provided sidewalk connection from public (B-5) right-of-way to parking garage.
7. Changed dimensions of travel lanes and bikeway buffers along Plum Orchard Drive.
8. Other proposed minor items/changes included:
  - a. Certification that the exterior lighting in this Site Plan conforms to the latest requirements for a development of this type.
  - b. Modify the Site Plan Data Table to revise the overall Gross Floor Area (GFA) to exclude mechanical equipment.
  - c. Revise the total parking spaces in the South Garage to 1,015 spaces from 1,028 spaces as a result of other facilities required during the construction of the garage.



### SECTION 3: PROPOSED AMENDMENT

Construction of the Washington Adventist Hospital in White Oak has replaced the aging Takoma Park facility and opened in August 2019, following the approval of Site Plan Amendment J. However, the construction of the Hospital continues to evolve.



*Figure 2: Photo of the Hospital (December 24, 2018)*

#### *Long-term Patient Care*

Presently, WAH is faced with swiftly responding to the COVID-19 public health crisis by meeting the long-term need for patient beds in Montgomery County. The Applicant is coordinating with the State of Maryland and the County's Public Health Office on the implementation of necessary hospital needs as quickly as possible and there is great urgency to obtain approval of the site plan amendment.

Amendment K seeks an eighth floor for additional patient space proposed atop the patient tower located in the southern portion of the Main Hospital Building. Currently, floors 6 and 7 of the patient tower are under construction. However, it is not feasible to add the eighth level after levels 6 and 7 have been completed. Therefore, the eighth level shell must be constructed in coordination with levels 6 and 7 to minimize any impacts to the 6 and 7 floor timing and to accommodate the placement of mechanical equipment on the roof of the eighth floor. The Applicant aims to complete the interior fit out of building levels 6 and 7 to accommodate patient care by January 2021. No changes to the building footprint are proposed and the eighth-floor architecture will follow the existing architecture previously approved.

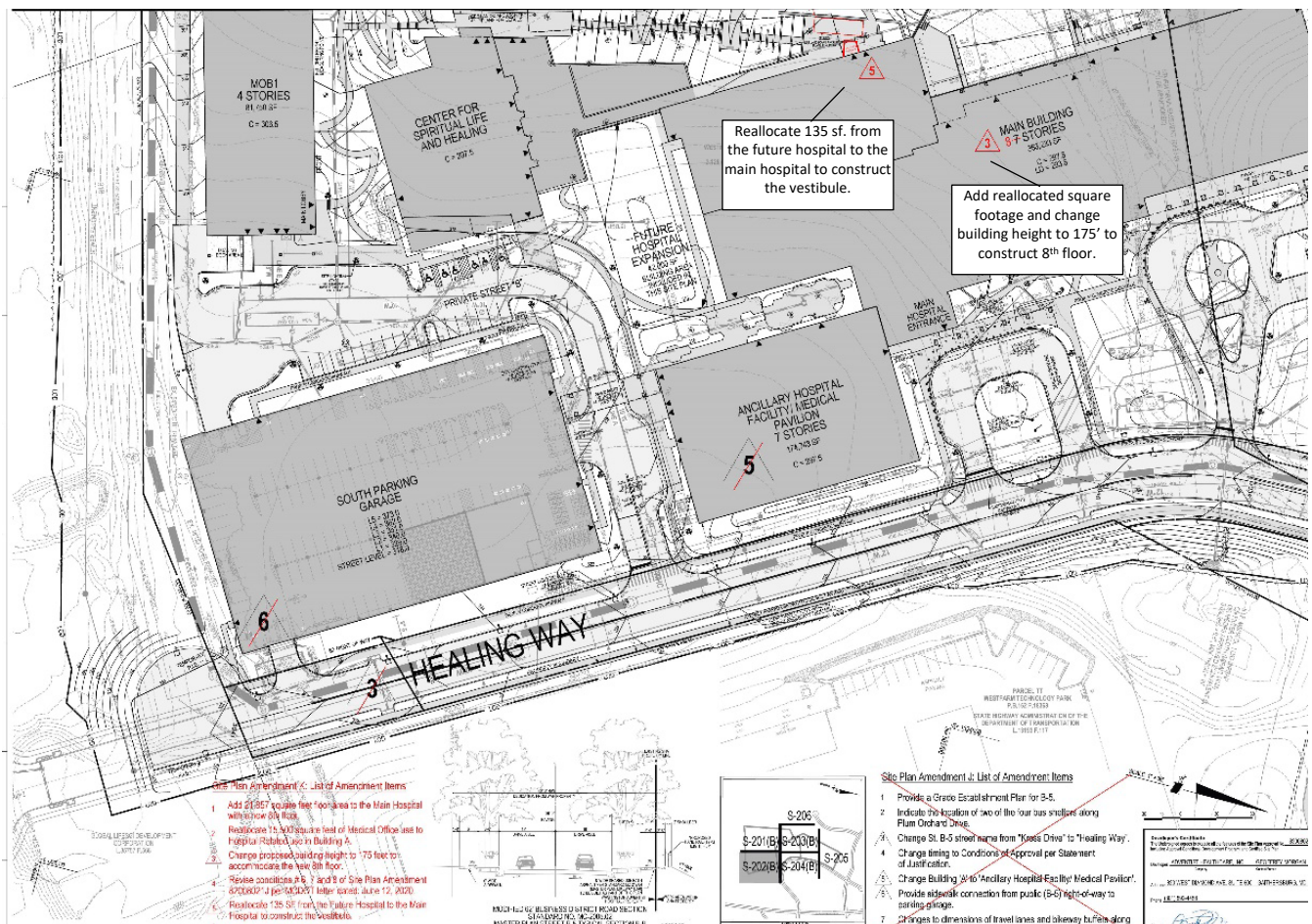


Figure 3: Proposed Site Plan Buildout Changes for WAH Campus

To implement the eighth floor, WAH proposes to relocate 21,857 square feet of previously approved Site Plan "Future Hospital Expansion" and raise the height of the Main Hospital Building from 145 feet to 175 feet. The Applicant also proposes to repurpose 15,500 square feet of medical office use in the Ancillary Hospital Facility to hospital-related uses, which has a lower parking ratio. The net new parking requirement for existing/under construction facilities will be 1,207 spaces (from 1,204) and can be accommodated within WAH's current parking program of 2,432 spaces as summarized in Table #2. The Applicant also proposes the addition of a vestibule. A pergola to the courtyard of the main building is anticipated as a future improvement, to be permitted and constructed at a future time.

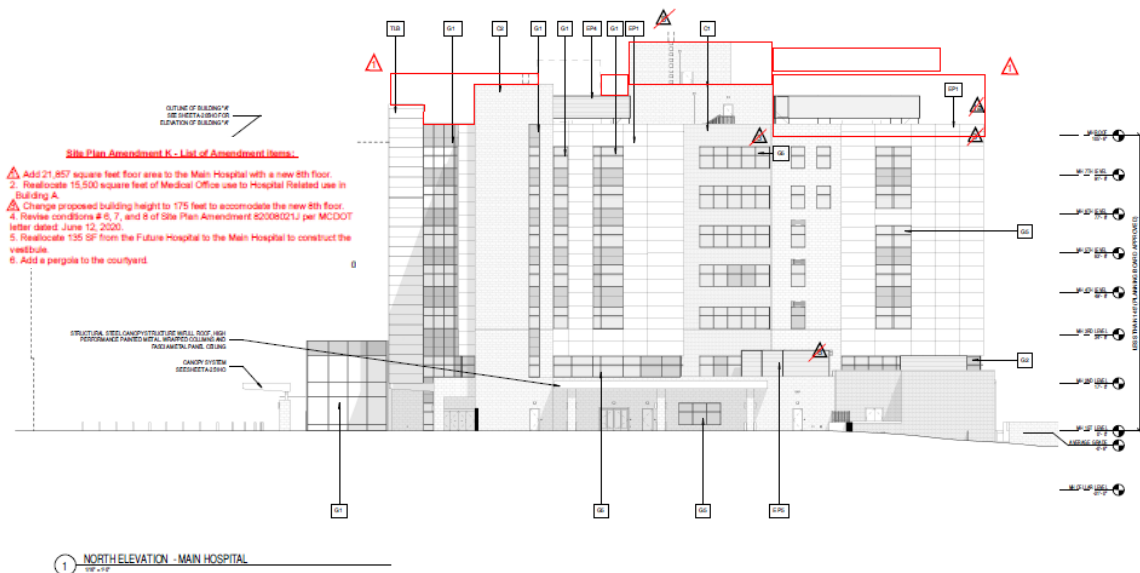


Figure 4: Main Hospital Elevation – Proposed Eighth Floor

#### Master Plan Street B-5/Healing Way

Separate from the health crisis needs, Site Plan Amendment K also seeks to amend Condition No. 6 of approved Site Plan No. 82008021J (Amendment J) to reflect existing Street B-5 (now known as Healing Way), which will connect Plum Orchard Drive to future development at Viva White Oak (Percontee site) to the south of the Property, as a private road. The Planning Board initially approved this road as a private road in early iterations of the hospital plans. Subsequent to adoption of the 2014 *White Oak Science Gateway Master Plan*, the Planning Board approved Master-Planned Street B-5 as a public road in Site Plan Amendment 82008021E. The road is largely constructed and nearing completion. However, recently, when concluding the review of Site Plan Amendment J, it was determined by the Montgomery County Department of Transportation (MCDOT), the Montgomery County Department of Permitting Services (MCDPS), and the Office of the County Attorney that the County could not accept the road as public right-of-way because Street B-5, as constructed, does not qualify for several necessary design exceptions to public road standards and does not meet the recommended 70-foot width per the Master Plan. Therefore, an amendment to Condition No. 6 is proposed to classify the road as private to reflect the County's determination and allow the Applicant to conclude construction of the road and close out permits.

Because Street B-5, as constructed, does not meet several necessary design exceptions to public road standards and does not meet the recommended 70-foot width per the Master Plan, MCDOT has determined that the County cannot accept the road as a public right-of-way. The basis for this determination is outlined in a MCDOT letter dated June 12, 2020. As a result, the Applicant cannot comply with Condition No. 6 of Amendment J, which requires, in pertinent part, a deed of dedication of up to 62 feet of Street B-5 right-of-way. Both MCDOT and the Applicant support an amendment of Condition No. 6 to address the impracticality of compliance and to clarify that Street B-5, along with Master Planned Bikeway LB-8, shall be owned and maintained by WAH. Furthermore, the Applicant's previously submitted Design Exception Application is no longer applicable under the private roadway ownership.

The Applicant proposes the following condition modification to Site Plan 82008021J as outlined herein (the deleted text is in strikeout and the new text is underlined).

Condition #6

- Due to MCDOT's determination that the County cannot accept dedication of Master Planned Road B-5 because only 62 feet of right-of-way is currently available (vs. Prior to certification of Site Plan Amendment No. 820080021J, the Applicant must obtain a Design Exception approval from MCDOT and a waiver from DPS for the 62-foot reduced right-of-way (70-foot per the White Oak Science Gateway Master Plan), the road will remain private along with Master Planned Bikeway LB-8, while allowing for public access to both the road and the bikeway. and must submit a third-party certification stating compliance with the site plan and county standards. for roadway B-5. Prior to August 25, 2019, the Applicant must submit a deed of dedication for review and approval by MCDOT to dedicate up to 62 feet of right-of-way (ROW) for Street B-5 located on the Subject Property as shown on the Certified Site Plan and must execute the deed of dedication upon MCDOT approval.

The Applicant also seeks the following strikethrough of Condition Nos. 7 and 8, as stated in the Resolution of Amendment J, to reflect current conditions and in accordance with the revised letter issued by MCDOT. The Applicant has constructed the cross-section of Street B-5 (except for the final asphalt topcoat), including the shared-use-path, per the Certified Site Plan. Since Street B-5, including the shared-use path, will be privately maintained, the Applicant is subject to a refund of the bond money previously posted.

Condition #7

- ~~Prior to December 31, 2019, the Applicant must construct the cross section of Street B-5 per the applicable Montgomery County Standards and as shown on the Certified Site Plan and approved by MCDOT. If the Applicant is unable to complete Street B-5 as prescribed, the Applicant is liable for the actual costs of completion. The Applicant has already posted a right-of-way bond with MCDOT (ROW 370201).~~

Condition #8

- ~~Prior to December 31, 2019, the Applicant must construct Bikeway LB-8 on the east side of Street B-5, as shown on the Certified Site Plan. Prior to certification of Site Plan Amendment No. 82008021J, the exact location, design and construction of the bikeway must be approved by the MCDOT, Division of Traffic Engineering and Operations and Division of Transportation Engineering. If the Applicant is unable to complete the bikeway as prescribed, the Applicant is liable for the actual costs of completion of the work to be approved by MCDOT. The Applicant has already posted a right-of-way bond with MCDOT (ROW 370201).~~

## Community Correspondence

The Applicant has met all proper signage and noticing requirements under the Zoning Ordinance and the Manual of Development Review Procedures for Montgomery County. To date, Staff has not received correspondence regarding the proposed amendment. Correspondence received after posting of the Staff Report will be forwarded to the Planning Board for discussion at the Hearing.

## SECTION 4: SITE PLAN AMENDMENT ANALYSIS

All prior findings remain in full force and effect except as modified below.

### Master Plan Conformance

The proposed Amendment remains consistent with the 2014 *White Oak Science Gateway Master Plan*, which envisions that the five (5) assembled parcels that encompass the WAH campus to be used for the promotion of research, academic and clinical facilities that advance the life sciences, health care services, and applied technologies. Thus, proposed Amendment K does not alter the original intent and all findings of Site Plan No. 82008021 remain in full force and effect, except as modified by the findings below.

Generally, the Master Plan recommends increasing connectivity for all users of the road and pedestrian and bikeway network. Specifically, the 2014 *White Oak Science Gateway Master Plan* calls for a Business District Street that extends southward from Plum Orchard Drive along the eastern Property line and is to connect to FDA Boulevard. According to this recommendation, Street B-5 was previously approved and constructed for WAH. While the Master Plan recommends a 70-foot wide public right-of-way for B-5, the Master Plan also acknowledged that this segment was approved as a 60-foot private road.

Further, the proposed revisions do not materially change the elements that originally achieved master plan conformance. The road network has been constructed as previously approved. Building distribution and overall site circulation remain unchanged. The design of the elevations was approved during earlier Site Plan phases, and the vertical extension of one of the main buildings for an eighth floor do not significantly change the overall development. The private road will be subject to the standard private road conditions, which requires the private road and associated improvements to remain available for public access.

Thus, the proposed amendment remains in substantial Conformance with the Master Plan.

### Zoning Standards Conformance

The proposed changes, particularly the eighth-floor addition, were reviewed for compliance with the dimensional requirements for the Life Sciences Center (LSC) zone as specified in Chapter 59 of the Zoning Ordinance. The proposed changes will meet all the dimensional requirements for the LSC zone. Proposed Amendment K does not alter previously approved (or those modified through prior amendments) lot, density, frontage, width, building and parking setbacks, build-to-area, form, or open space requirements. A summary of proposed changes for principal building height, reallocation of square footage, and parking are included in Tables 1 and 2 below.

Table 1: Development Standards in the LSC Zone with Proposed Changes

<b>Standard</b>	<b>Required/ Permitted</b>	<b>Existing Site Plan 82008021J</b>	<b>Proposed Amendment K</b>
Principal Building Height	200 ft. max	145 ft.	175 ft.
Max Density, FAR	0.4 FAR	0.37 FAR	No change
Approved Gross Floor Area		803,570 sf.	No change
<b>Hospital Gross Floor Area</b>			
Main Bldg.		402,031 sf.	424,023 sf.
Future Hospital		61,202 sf.	39,210 sf.
Healing Center		18,000 sf.	No change
Ambulatory Care & Building A		79,529 sf.	95,029 sf.
<i>Total Hospital Gross Floor Area</i>		560,762 sf.	576,262 sf.
<b>Medical Office Gross Floor Area</b>			
Building A – Hospital Related Medical Office		15,500 sf.	0 sf.
Ambulatory Care & Bldg. A – Medical Office		74,665 sf.	No change
MOB1		81,799 sf.	No change
MOB2		70,844 sf.	No change
<i>Total Medical Office Gross Floor Area</i>		242,808 sf.	227,308 sf.

### General Requirements Conformance

#### Site Access

Amendment K does not entail any changes to existing on-site vehicular circulation. However, as previously explained, this amendment seeks to modify Condition No. 6 of Site Plan 82008021J to amend and memorialize the private ownership of Master Planned Street B-5 (Healing Way), revising a prior approval as public. It was determined by MCDOT, MCDPS, and the Office of the County Attorney that the County could not accept the road as a public right-of-way because Street B-5, as constructed, does not qualify for several necessary design exceptions to public road standards and does not meet the recommended 70-foot width per the Master Plan. Despite this collective inter-agency determination and the reduced right-of-way width, the existing location and design of Street B-5 is appropriate for the development given its location and the type of development and use contemplated and continues to meet the applicable requirements of Chapter 59.



## Parking and Loading

The proposed reallocation in gross floor square footage has resulted in slight changes in the required parking calculations, as shown in Table 2. Calculations for car sharing and motorcycle spaces have not changed, and therefore are not shown.

Table 2: Parking Requirements and Proposed Changes

	Initial Construction				Ultimate Buildout			
	Required		Provided		Required		Provided	
	Site Plan J	Proposed Amend-ment K	Site Plan J	Proposed Amend-ment K	Site Plan J	Proposed Amend-ment K	Site Plan J	Proposed Amend-ment K
Hospital Parking	843	908	852	914	982	1,009	2,432	N/C
Ancillary Hospital Parking	361	299	361	299	971	910		
<b>Total Parking Spaces</b>	1,204	1,207	1,213	N/C	1,953	1,919		
ADA Spaces	23	N/C	35	N/C	32	30	35	N/C
Electric Vehicle Spaces	12	13	12	13	20	N/C	20	N/C
Hospital Bike Parking								
Minimum	20	21	40	N/C	23	N/C	40	N/C
% Long-term	17	18	34	N/C	20	N/C	34	N/C
Ancillary Hospital Bike Parking								
Minimum	19	15	32	N/C	25	N/C	32	N/C
% Long-term	16	13	32	N/C	22	N/C	32	N/C
<b>Total Bike Parking</b>	39	67	72	N/C	48	N/C	72	N/C

\*N/C=No change

## **SECTION 5: CONCLUSION**

This Application has been reviewed by applicable County agencies including MCDOT (Attachment A), and the Montgomery County Department of Permitting Services (MCDPS), all of which have recommended approval of this application. The proposed modifications do not alter the overall character or impact the development with respect to the original findings of approval under Site Plan 82008021E. These modifications will not affect the compatibility of the development with respect to the surrounding neighborhood. The proposed amendment remains in conformance with environmental regulations, the development standards of the LSC Zone, and the 2014 *White Oak Science Gateway Master Plan*. Except as modified by this Amendment, all previous conditions of approval and Planning Board findings remain in force and effect.

Therefore, Staff recommends approval of Site Plan Amendment 82008021K, with the amended conditions listed at the beginning of this Staff Report.

### **ATTACHMENTS:**

- A. MCDOT Coordination for Site Plan Amendment Letter – June 12, 2020
- B. DPS ROW Conditions of Approval – August 24, 2020

# ATTACHMENT A



Marc Elrich  
County Executive

Christopher R Conklin  
Director

## DEPARTMENT OF TRANSPORTATION

June 12, 2020

Ms. Tamika Graham, Senior Planner  
Area 2 Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, MD 20910-3760

### **RE: Washington Adventist Hospital (WAH)-Request Planning Board to amend Condition(s) stated in Site Plan (82008021J)-REVISED LETTER**

Dear Ms. Graham:

The applicant is filing a new site plan amendment (82008021K) we request the Planning Board to amend the condition(s) of the Montgomery County Planning Board Resolution (MCPB No. 19-094) dated August 21, 2019, stated in Site Plan 82008021J. This letter supersedes the previous letter dated January 10, 2020.

1. Condition # 6 of the MCPB Resolution: "Master Plan Road B-5".

**Original language:** "Prior to certification of Site Plan Amendment 82008021J, the Applicant must obtain a Design Exception approval from MCDOT and a waiver from DPS for the up to 62-foot reduced right-of-way (70-foot per the White Oak Science Gateway Master Plan) and must submit a third-party certification stating compliance with the site plan and county standards for roadway B-5. Prior to August 25, 2019, the applicant must submit a deed of dedication for review and approval by MCDOT to dedicate up to 62 feet of right-of-way (ROW) for Street B-5 located on Subject Property as shown on the Certified Site Plan and must execute the deed of dedication upon MCDOT approval."

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#### Office of the Director

101 Monroe Street 10<sup>th</sup> Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX

[www.montgomerycountymd.gov](http://www.montgomerycountymd.gov)

*Located one block west of the Rockville Metro Station*

**Revised language:** The master planned roadway B-5 including the shared use path (for only this portion) **will be privately maintained** subject to a site plan implementation agreement between Washington Adventist Hospital and the Planning Board allowing public access due to the following reasons:

- a) The Montgomery County Department of transportation (MCDOT) has determined that the County cannot accept dedication of the Master Planned Road B-5 as a public right-of-way and this portion of the road will remain private. This is due to the 2014 White Oak Science Gateway Master Plan, which states that the road B-5 between Plum Orchard to FDA Boulevard shall be proposed as a minimum 70-foot right-of-way and 2 travel lanes. The original preliminary plan approved a 60-foot-wide private road. In subsequent amendments to the plan, staff and the applicant agreed for it to be public with a 62-foot right-of-way instead of the required 70 feet of right-of-way. Staff did not realize that the note in the Master Plan does not legally allow for the road to be public with less than 70-feet. The Master Plan note states - *"The portion of Proposed Road B-5 from Plum Orchard Drive to the property line between the Washington Adventist Hospital site and the Percontee property is approved as a private street with a 60-foot minimum right-of-way on Washington Adventist Hospital's Site Plan Number 820080210."* Staff also determined that the Department of Permitting Services cannot grant a waiver under Montgomery County Code Section 49-40(b)(2) for a 62-foot right-of-way since it does not meet the waiver requirements.
- b) The proposed street trees installed are not in the approved list of street trees per MC-703.01 or MC-703.02.
- c) The street tree spacing are not per the County standards.
- d) The street lights installed along the WAH property frontage cannot be accepted for county maintenance for the following reasons:
  - The poles that have been installed are currently not a part of MCDOT's approved streetlight material inventory.
  - The fixtures installed are also not currently part of MCDOT's approved streetlight material inventory.
  - The color temperature of the fixtures listed is 4000k, MCDOT's standard is 3000k.
  - The voltage supplying the fixture is listed as 277vac, the vast majority of MCDOT streetlights are supplied with 120vac.
  - The power supply source for the street lights is currently from the Hospital property.

- e) There are no street lights installed on the east side of B-5 where the proposed shared use path is located.
- f) The “as-built” Storm Drain System:
  - i. Proposed Inlets I-78, and I-98 carrying public runoff drains to a private storm drain system maintained by WAH which is not acceptable.
  - ii. The proposed inlets in the Street B-5 right-of-way including inlet I-97 should be per the Montgomery County standard inlets.
  - iii. The inlet spread and runoff interception criteria for all the installed inlets along B-5 roadway was not reviewed by MCDOT.

2. Condition # 7 of the MCPB Resolution: “Master Plan Road B-5”.

**Original language:** *“Prior to December 31, 2019, the Applicant must construct the cross section of Street B-5 per the applicable Montgomery County Standards and as shown on the Certified Site Plan and approved by MCDOT. If the Applicant is unable to complete Street B-5 as prescribed, the Applicant is liable for the actual costs of completion. The Applicant has already posted a right-of-way bond with MCDOT (ROW 370201).”*

**Revised language:** At the writing of this letter, the Applicant already constructed the cross section of Street B-5 (except for the final asphalt top coat) per the Certified Site Plan. Since the Street B-5 including the shared use path will be privately maintained, the applicant shall contact DPS for the refund of the bond money (ROW 370201) posted.

3. Condition # 8 of the MCPB Resolution: “Master Plan Road B-5”.

**Original language:** *“Prior to December 31, 2019, the Applicant must construct Bikeway LB-8 on the east side of Street B-5, as shown on the Certified Site Plan. Prior to certification of Site Plan Amendment No. 82008021J, the exact location, design and construction of the bikeway must be approved by the MCDOT, Division of Traffic Engineering and Operations and Division of Transportation Engineering. If the Applicant is unable to complete the bikeway as prescribed, the Applicant is liable for the actual costs of completion of the work to be approved by MCDOT. The Applicant has already posted a right-of-way bond with MCDOT (ROW 370201).”*

**Revised language:** At the writing of this letter, the Applicant already constructed Bikeway LB-8 on the east side of Street B-5, as shown on the Certified Site Plan. Since the shared use path will be

privately maintained, the applicant shall contact DPS for the refund of the bond money (*ROW 370201*) posted.

**Additional Note:**

- 1) The applicant submitted a Design Exception package dated April 27, 2020. Since B-5 is going to be privately maintained, the Design Exception does not need to be approved by MCDOT.

If you have any questions or comments regarding this letter, please contact Mr. Deepak Somarajan, our Development Review Engineer III for this project, at [deepak.somarajan@montgomerycountymd.gov](mailto:deepak.somarajan@montgomerycountymd.gov) or (240) 777-2194.

Sincerely,

*Deepak Somarajan*

Deepak Somarajan, Engineer III  
Development Review Team  
Office to Transportation Policy

SharePoint\teams\DOT\Director's Office\Development Review\Deepak\Preliminary Plan\ Washington Adventist Hospital \Letter\ Washington Adventist Hospital-MCDOT Prelim Plan Amendment K REVISED letter

cc: Sharepoint Correspondence folder

cc-e:	Geoffrey Morgan	Adventist Health Care
	Patrick O'Neil	Lerch Early
	Robert Brewer	Lerch Early
	Philip Perrine	Perrine Planning & Zoning, Inc.
	Carrie Sanders	MNCPPC
	Patrick Butler	MNCPPC
	Pete Fosselman	MC OCE
	Hadi Mansouri	MCDPS
	Ehsan Motazedi	MCDPS ZSPE
	James Nichols	MCDPS ZSPE
	Hemal Mustafa	MCDPS FPCC
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	Mark Terry	MCDOT DTEO
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	Sandra Brecher	MCDOT CSS



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Beth Dennard	MCDOT CSS
Corey Pitts	MCDOT DTE
Wayne Miller	MCDOT DTS
Rebecca Torma	MCDOT OTP

**ATTACHMENT B**  
**DPS-ROW CONDITIONS OF APPROVAL**

**August 24, 2020**

**82008021K Washington Adventist Hospital**

Contact: Sam Farhadi at 240 777-6333

We have reviewed site plan files:

**“07-BSITE-82008021K-S-202.pdf V2”** uploaded on/ dated **“8/17/2020”** and  
**“07-BSITE-82008021K-S-202B.pdf V2”** uploaded on/ dated **“8/17/2020”**.

The following needs to be addressed prior to the certification of site plan:

1. Ensure the site plans are in full compliance with MCDOT letter dated June 12, 2020. As Healing Way will be maintained privately, please remove any associated references to right of way and PIE or modify accordingly.