



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

August 30, 2007

To: Elsabett Tesfaye
Development Review Division

Via: Khalid Afzal, Team Leader *VA*
Georgia Avenue Planning Team
Community-Based Planning Division

From: Frederick Vernon Boyd, Community Planner
Georgia Avenue Planning Team *FVB*
Community-Based Planning Division

Subject: CBA-2521—Montgomery General Hospital

Recommendation: Approval

The Community-Based Planning Division has reviewed CBA-2521, Montgomery General Hospital's petition to modify its existing special exception by constructing an addition for emergency and outpatient services, building a second addition for medical and administrative activities, relocating the helipad used for emergency services, improving ambulance circulation and adding additional parking.

The 2005 Olney Master Plan recognizes that Montgomery General Hospital is the largest employer in Olney and is a regional attraction in a satellite town whose retail and commercial development remains local in nature. The plan supports expansion of the hospital on its main campus and on vacant land it owns nearby. The proposed additions are located on the main campus.

The proposed modifications are consistent with the Olney Master Plan. This Division recommends approval of the special exception petition, subject to compliance with applicable conditions and requirements.



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

September 19, 2007

MEMORANDUM

TO: Elsabet Tefaye
Development Review Division

VIA: Daniel K. Hardy, Supervisor *DKH*
Transportation Planning

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

SUBJECT: Special Exception Modification Case No. CBA-2521-I
Proposed Expansion/Modification of Montgomery General Hospital, Olney
Olney-Sandy Spring Road (MD 108), Prince Philip Drive, and Old Baltimore Road
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 located between Prince Philip Drive and Old Baltimore Road, 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 the Hospital to obtain approval for the hospital's plan to expand its existing 389,500 square-foot facility by 82,250 square-feet (for a total of 471,750 square-feet). The expansion will include a 13,750 square-foot addition to the east end of the hospital (to convert existing semi-private double rooms to private single rooms and to relocate existing uses) and a 68,500 square-foot addition to the west end of the hospital (to accommodate expanded emergency department services and relocated outpatient services/dining hall).

It is noted that the modifications will not increase the number of patient beds at the hospital. Additionally, in the traffic study, it was assumed that 16,457 square-feet of the proposed 82,250 square-feet addition to the hospital will not generate any additional trips since this space merely accommodated expanded existing services.

RECOMMENDATIONS

Transportation Planning staff recommends that the Planning Board require the following conditions to be part of the transportation-related requirements to grant this special exception modification request by Montgomery General Hospital:

1. The applicant must limit expansion related to this special exception modification request at the hospital to 82,250 square feet of additional floor area.
2. The applicant must obtain permits from appropriate agencies and post bond to improve the westbound Old Baltimore Road approach to Georgia Avenue (MD 97) to provide a separate right turn lane prior to the release of any building permit for the expansion.
3. The applicant must provide the following lead-in sidewalks from Prince Philip Drive and Old Baltimore Road to the various hospital buildings:
 - a. From Prince Philip Drive:
 - i. Along the north side of the main hospital driveway connecting to the existing Medical and Professional Office Buildings and the proposed new west addition.
 - ii. Along the north side of the northern hospital driveway connecting to the existing connecting walkway through the parking lot in front of the existing Professional Office Building.
 - b. From Old Baltimore Road:
 - i. Along the hospital driveway connecting to the existing sidewalk along the east side parking lot (in front of the existing Oncology Building).

The above sidewalks must be shown on the approved special exception site plan and must be constructed prior to occupancy of the proposed additions.

4. The applicant must provide a minimum of ten (10) bike lockers for employees and four (4) bike racks for visitors at the hospital. The bike lockers and bike racks must be shown on the approved special exception site plan and must be constructed prior to occupancy of the proposed additions.

DISCUSSION

Site Location, Vehicular/Pedestrian Access, Transit Availability

Montgomery General Hospital is located to the north of Olney-Sandy Spring Road (MD 108) in Olney, between Prince Philip Drive (to the west side of the hospital) and Old Baltimore Road (to the east side of the hospital). Brooke Farm Drive, a secondary street between Prince Philip Drive and Old Baltimore Road, is to the south of the hospital.

Primary access to the hospital is from Prince Philip Drive via two driveways. Secondary access to the hospital is provided from Old Baltimore Road and Brooke Farm Drive (via Prince Philip Drive). Prince Philip Drive is an arterial roadway 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 *Olney Master Plan*). To the north of MD 108, Prince Philip Drive is recommended in the *Olney Master Plan* as a four-lane arterial, and is currently constructed as such between Spartan Road and Georgia Avenue. 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. 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 (to Georgia Avenue), Old Baltimore Road is classified as an arterial. The Old Baltimore Road intersections with Georgia Avenue and MD 108 are signalized. In addition to the hospital, Brooke Farm Drive provides access to six residences along its south side.

Within the study area, 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, Prince Philip Drive, Old Baltimore Road, and Old Vic Boulevard are signalized. 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.

Staff finds that the proposed special exception use will not adversely affect areawide pedestrian/bicyclist accessibility or safety. Between Georgia Avenue and Spartan Road, sidewalks currently exist along both sides of Prince Philip Drive. Short sections of sidewalk exist along the west side of Prince Philip Drive between Spartan Road and Brooke Farm Drive. A continuous sidewalk currently exists along the east side of Prince Philip Drive between Spartan Road and Brooke Farm Drive. This sidewalk shifts to the west side of Prince Philip Drive north of Brooke Farm Drive at a crosswalk, and extends south to MD 108. Sidewalks also exist along both sides of Old Baltimore Road (almost along its entire section between Gold Mine Road and MD 108) and Spartan Road. Currently, only one lead-in sidewalk exists into the hospital campus, which is along the south side of the main hospital driveway from Prince Philip Drive. This sidewalk leads to the existing Medical Office Building. Staff recommends that the applicant provide additional lead-in sidewalks to enhance/improve pedestrian accessibility to the various hospital buildings from both Prince Philip Drive and Old Baltimore Road.

Land use in the vicinity of the hospital is predominantly residential. The commercial/retail centers in Olney are to the west of the hospital. The newly opened Good Counsel High School and the existing Brooke Grove Retirement Village are to the west of the hospital.

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

Master Plan 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, 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, 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 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, along the western hospital frontage, 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 exists between Spartan Road and Georgia Avenue.
4. Old Baltimore Road, along the eastern hospital frontage, 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, and 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 northwest of the hospital, 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.

Local Area Transportation Review

A traffic study was required for the proposed special exception modification request since the hospital was estimated to generate 30 or more peak-hour trips during the typical weekday morning (6:30 a.m. – 9:30 a.m.) and evening (4:00 p.m. – 7:00 p.m.) peak periods.

The applicant submitted a traffic study (dated July 2007; Revised August 2007) that examined traffic-related impacts of the proposed additions at the hospital on nearby intersections and at the hospital driveways. Staff review of the study indicated that it complied with the requirements

of the *Local Area Transportation Review (LATR) Guidelines* and the traffic study scope provided by staff.

- **Trip Generation**

As noted previously, for the purposes of the traffic analysis, 16,457 square-feet of the proposed 82,250 square-foot addition at the hospital were considered not to generate any additional trips since this space merely accommodated existing services. Existing facilities that were expanded and/or relocated included addition of 13,750 square-feet to the east end of the hospital to convert semi-private double rooms to private single rooms (without increasing the number of beds) and a new dining hall to the west end of the hospital that would be 2,707 square-feet larger (from existing 3,993 square-feet to proposed 6,700 square-feet). Based on the above, the increase in hospital's peak-hour trip generation for the subject special exception modification request was estimated for 65,798 square-feet (82,250 SF - 13,750 SF - 2,707 SF = 65,798 SF).

The peak-hour trip generation estimate for the hospital addition was based on peak-hour trip generation rates developed for the existing 389,500 square-foot hospital with traffic data collected at the hospital on March 14, 2007 and on March 21, 2007 (Wednesdays). Based on these peak-hour trip generation rates, the area determined to generate new trips to and from the hospital (65,798 square-feet) was estimated to generate approximately 108 total trips during weekday morning peak-hour and 93 total trips during the weekday evening peak-hour. These are summarized in Table 1.

**TABLE 1
SUMMARY OF TRIP GENERATION
PROPOSED EXPANSION OF MONTGOMERY GENERAL HOSPITAL, OLNEY**

Trip Generation	Morning Peak-Hour			Evening Peak-Hour		
	In	Out	Total	In	Out	Total
Observed Trips (Existing Montgomery General Hospital – 389,500 SF)	467	170	637	144	410	554
Observed Trip Generation Rates (per 1,000 SF)	1.20	0.44	1.64	0.37	1.05	1.42
Trip Increase (for effective 65,798 SF increase in Hospital space)	79	29	108	24	69	93
Total Site Trips (Total Future SF: 389,500 + 82,250 = 471,750 SF)	546	199	745	168	479	647

Source: Integrated Transportation Solutions, Inc.; Traffic Impact Analysis – Montgomery General Hospital; July 2007; Revised August 2007.

- **Intersection Capacity Analysis**

A summary of the capacity/Critical Lane Volume (CLV) analysis results for the study

intersections for the weekday morning and evening peak-hours within the respective peak-periods from the traffic study is presented in Table 2.

As shown in Table 2, under Total traffic conditions, CLV values at the study intersections were either below the Olney Policy Area congestion standard of 1,475, or with an applicant identified/implemented roadway improvement (widening of the westbound approach of Old Baltimore Road to Georgia Avenue to provide a separate right turn lane) would not exceed the respective CLV under Background traffic conditions.

TABLE 2
SUMMARY OF CAPACITY CALCULATIONS
PROPOSED EXPANSION OF MONTGOMERY GENERAL HOSPITAL, OLNEY

Intersection	Traffic Conditions					
	Existing		Background		Total	
	AM	PM	AM	PM	AM	PM
Georgia Ave and Gold Mine Rd	855	814	858	820	872	832
Georgia Ave and Pr. Philip Dr/Qn. Elizabeth Dr	1,158	1,104	1,186	1,147	1,194	1,158
MD 108 and Queen Elizabeth Dr	787	931	797	949	803	961
Georgia Ave and MD 108	1,337	1,251	1,354	1,280	1,364	1,283
MD 108 and Spartan Rd	965	1,094	968	1,105	971	1,114
Georgia Ave and Prince Philip Dr/Hines Rd	1,215	1,105	1,228	1,123	1,311	1,130
Georgia Ave and Old Baltimore Rd	1,487	1,077	1,531	1,113	1,535	1,118
with improvement to Old Baltimore Rd	--	--	--	--	1,530	1,113
MD 108 and Old Vic Blvd	1,219	1,066	1,266	1,098	1,269	1,100
MD 108 and Old Baltimore Rd	1,366	1,021	1,415	1,043	1,422	1,052
MD 108 and Prince Philip Dr	1,031	1,072	1,033	1,083	1,075	1,109
Prince Philip Dr and Spartan Rd	538	629	541	631	562	650
Prince Philip Dr and Hospital Dr (North)	263	369	263	369	290	401
Prince Philip Dr and Hospital Dr (South)	490	546	490	546	570	610
Brooke Farm Dr and Hospital Dr	53	66	53	66	61	73
Old Baltimore Rd and Hospital Dr	341	230	351	242	357	246

Source: Integrated Transportation Solutions, Inc.; Traffic Impact Analysis – Montgomery General Hospital; July 2007; Revised August 2007.
FY 2005 Congestion Standard for Olney Policy Area: 1,475.

Based on the review of the analysis presented in the traffic study, staff concludes that the proposed subject special exception modification request will pass the APF test with the above identified intersection improvement. Staff recommends that the applicant obtain permit from the appropriate permitting agencies and post bond for the improvement prior to obtaining building permits for the proposed subject special exception modifications.

- **Alternative Adequate Public Facilities Mitigation Improvement**

Staff has reviewed a request from a resident on Covered Wagon Way to the Planning Board (See Attachment No. 1) to consider alternative improvements to the mitigation improvement required to be implemented by the applicant to satisfy APF (under the LATR Guidelines). Of the several alternatives proposed, the most reasonable would be to extend sidewalk connectivity along Old Baltimore Road in the vicinity of Covered Wagon Way (approximately a mile south of the hospital) in a neighborhood not designed with sidewalks.

The required APF improvement (construction of a separate westbound Old Baltimore Road to northbound Georgia Avenue right-turn lane) was proposed by the applicant to mitigate the overall impact of the additional density being planned at Montgomery General Hospital. However, it is noted that under LATR Guidelines, the alternative improvement being requested by the resident will not qualify as a non-auto transportation amenity because the length of the sidewalk being requested is insufficient to mitigate the total number of additional vehicle trips generated by the improvement.

DKH:CE:tc
Attachment

cc: Ray Burns
Greg Leck
Cathy Conlon
Khalid Afzal
Barbara Kearney
Jody Kline, Esq.
C. Craig Hedberg
Robert F. Berg

mno to ET re MGH CBA-2521-I.doc



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

MEMORANDUM

TO: Elsabett Tesfaye, Development Review
VIA: Mary Dolan, Environmental Planning
FROM: Michael Zamore, Environmental Planning
DATE: September 24, 2007
SUBJECT: Board of Appeals Petition No. CBA-2521-1
Montgomery General Hospital

Recommendation: Environmental Planning staff recommends **approval** of the Board of Appeals Petition with the following conditions:

1. Applicant to plant all unforested and non-impervious areas of the stream valley buffer per plan entitled Environmental Enhancement Exhibit submitted to Environmental Planning on September 19, 2007.
2. Applicant to place all existing forest and all areas to be planted in forest within the stream buffer, within a Category 1 conservation easement.

Compliance with Forest Conservation Law – Chapter 22A

The development has a 'Modification of Existing Developed Property' exemption from forest conservation (No. 42001195E, granted on February 8, 2007). The property is therefore, not subject to submitting a forest conservation plan and there is no Planning Board action on forest conservation.

Forest Conservation/Environmental Guidelines

The Montgomery General Hospital campus is entirely within the Patuxent River primary management area (PMA). Under the current Environmental Guidelines (*Guidelines for Environmental Management of Development in Montgomery County*) the property would be subject to the 10% imperviousness guidelines because of the underlying (RE2) zone. However, most of the improvements at the site have been made over a number of years, predating the Guidelines. Development has resulted in high imperviousness, encroachment into environmental buffers, and a fairly heavily impacted stream valley buffer. Site imperviousness is currently about 40% (474,525 SF). The current project will increase site imperviousness by a further 27,078 SF (2% of the site). This includes the helipad which the applicant proposes placing within the environmental buffer. Environmental Planning staff worked extensively with the applicant to resolve the issue of site imperviousness, preserve the remnants of the undeveloped buffer areas on the site, and try to reverse past environmental impacts where possible. We reached consensus on the following mitigation for the high imperviousness and for existing and proposed encroachment into the environmental buffer:

1. Create forest on all remaining open areas of the stream valley buffer (approximately 1.55 acres), with suitable native species;
2. Place a Category 1 conservation easement over the stream valley buffer, except for that portion which is currently or proposed (helipad) to be impervious;
3. Apply enhanced SWM and BMP's per the "non-conformance" criteria in Chapter VII (page 50 & 52) of the Environmental Guidelines (*Guidelines for Environmental Management of Development in Montgomery County*) to the entire site; and
4. No new parking in stream buffer/conservation easement areas.

Environmental Planning staff does not support any forest banking because the placement of the easement and the planting are compensation for exceeding the imperviousness guidelines and for existing and proposed encroachment into the environmental buffer.

Stormwater Management – Chapter 19

The proposed improvements to Montgomery General Hospital require water quality control to be addressed onsite for the proposed helipad and new vehicular areas. Stormwater from the developed portion of the site will be collected through area drain inlets and diverted to a new underground quality and quantity control system. The Montgomery County Department of Permitting Services (DPS) recommends bio filters rather than underground sand filters for this site for safety, efficiency, and improved water quality. The applicant will construct an 11,000 square foot bio filter within a historically heavily impacted portion of the stream valley buffer, to provide reasonable stormwater quality treatment for this project. Our discussions with DPS showed that its proposed location within the stream buffer was the most appropriate. DPS is reviewing the stormwater management concept plan submitted by the project, and has approved the concept in principle.

Watershed Protection/Water Quality

The property is in the Hawlings River subwatershed. The Montgomery County *Countywide Stream Protection Strategy* (CSPS, 2003 Update) lists stream quality and current habitat status as 'excellent', and habitat stability as 'stable' based on data collected between 1994 and 2000. Mitigation measures proposed for this project should result in an overall improvement in water quality.

Water and Sewer

The site is served by WSSC water and sewer service.

From: Robert F. Berg [robert.berg7@verizon.net]
Sent: Monday, September 10, 2007 9:14 PM
To: MCP-Chairman
Cc: Eapen, Cherian
Subject: CBA-2521-I (proposed right-turn lane at Old Baltimore Road and Georgia Ave.)
Attachments: Hanson 10 September 2007.doc

Royce Hanson, Chairman
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Dear Dr. Hanson,

Montgomery General Hospital (MGH) is seeking approval for an expansion that would increase traffic on nearby roads in Olney, and MGH is proposing to add a right-turn lane to the westbound approach of Old Baltimore Road to Georgia Avenue (MD 97). I urge you to consider other, more effective means of mitigating the increased traffic.

Adding the proposed right-turn lane would do negligible good because few cars turn right at that intersection. Cherian Eapen, the responsible planner coordinator, told me about a recent traffic study; during one hour, only 8 of the 750 westbound cars turned right. That tiny fraction is consistent with my daily experience at the intersection, and I expect that an even smaller fraction of the traffic leaving MGH would turn right (and thereby head north toward MGH).

As a nearby resident, I appreciate the county's thoroughness in studying all of the affected intersections, and I understand how restrictions on widening Georgia Avenue limit the county's options at the intersection. Nevertheless, the funds for the proposed right-turn lane would be better spent on transportation improvements elsewhere in Olney. Permitting those improvements to be related only indirectly to the MGH expansion would allow a range of creative options. Here are some examples.

- Diverting the seep that occasionally ices part of Old Baltimore Road in wintertime.
- Adding a sidewalk along Old Baltimore Road, especially between Menden Farm Drive and Covered Wagon Way.
- Adding a bike lane along Old Baltimore Road.
- Adding a sidewalk or bike lane along Route 108 east of Dr. Bird Road.

Sincerely,

Robert F. Berg
2712 Covered Wagon Way
Olney, MD

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copies:

Cherian Eapen, Montgomery County Transportation Planning
Craig Hedberg, Integrated Transportation Solutions, Inc.



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

MEMORANDUM

DATE: September 13, 2007

TO: Elsabett Tesfaye
Development Review Division

FROM: Taslima Alam
Development Review Division

SUBJECT: Board of Appeals Petition No. G-865

The proposed development requires subdivision. Prior to the release of any building permits the applicant will be required to submit a Preliminary Plan Application pursuant to Chapter 50 of the Subdivision Regulation and a Site Plan application pursuant to Chapter 59D-3 of the zoning ordinance and record a plat in the land records pursuant to Chapter 50 of the Subdivision Regulation.